

# Leslie's

*Illustrated Weekly Newspaper*

*Established in 1855*

**MAR 23<sup>rd</sup> 1916**

*Price 10 Cents*



**SPRING IN EUROPE**

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# WANTED IDEAS

THE is, and always has been, a big and ready market for new ideas in every line. Thousands and thousands of happy little thoughts have earned millions for their originators, among them being such things as the tin crimp cap on bottles, the "see-that-hump" hook and eye, the crinkly hairpin, the rubber eraser on the end of your pencil, the "Pigs in Clover" puzzle, the two-pronged paper-fastener, the numberless others equally well known. Larger and, apparently, more important ideas have brought proportionate returns.

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The Oldest Illustrated Weekly Newspaper in the United States  
Established December 15, 1855

EDITED BY JOHN A. SLEICHER

"In God We Trust"

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# EDITORIAL

LET THE THINKING PEOPLE RULE!

## SAVING AND SPENDING

**E**VERY one can spend money; most people can make it; only a few know how to save it.

The difference between the prosperous and the poor is largely a difference in willingness or ability to save.

James W. Hebron was for thirty years doorman at a fashionable restaurant at \$1 a day. Generous tips, invested on the advice of prominent Wall Street men who frequented the restaurant, laid the foundation of a fortune approximating a million dollars.

John Busch, a young Iowa farmer, six years ago rented an 80-acre farm, borrowing \$600 from a local bank to buy stock. He didn't go in for a good time, but attended strictly to business. Being single he was his own housekeeper. At the end of six years he was able to pay down \$8,000 on a \$28,000 farm, besides having \$6,700 in stock and machinery.

Charles Rose, a Connecticut newsboy, about a year ago put \$100—the savings of six years—into a lot in the outskirts of Bridgeport. Increased business during the war has enabled him to pay off the mortgage, and recently he was offered \$20,000 for his lot by the British Government because it lies in the path of Bridgeport's rapidly extending munition plants.

Jacob Langcloth of New York, who came to this country only eighteen years ago from Germany, penniless, was able upon his death to provide generously for his widow and sixty-one employees, besides remembering numerous public institutions and leaving the residuary estate of more than \$3,000,000 to a home for invalids.

Contrast with these examples of frugality and foresight the case of a gay young man in Plainfield, N. J., who inherited more than \$100,000 and wasted the whole amount in riotous living in two years. Now he is compelled to support himself and wife upon his weekly wage of \$12 as a draughtsman. Should he ever accumulate anything, he will doubtless appreciate his savings more than he did the inheritance.

So much for the real bread winners. They have no use for the bread line or for bundle day. More honor to them and their thrift.

## THE INDEPENDENT LABOR VOTE

**D**ISCUSSING the ephemeral "labor vote"—the *Gateway* calls attention to the fact that the American Federation of Labor represents membership of 2,000,000, not including the Order of Railway Conductors, Locomotive Firemen and Engineers and other prominent union organizations of railway employees who are not members of the Federation. It asserts that the membership of all the unions is 3,000,000, or less than one-tenth of the actual number of wage-earners in the country. Of this membership it says 60 per cent are foreigners who have never been naturalized and after deducting these foreigners, minors and women not entitled to vote it gives the actual voting strength of the unions, scattered through 48 States as 780,000 and it adds that these union men are as independent in voting as any other class of citizens.

Proof of this it finds in the results of recent elections: Senator Penrose of Pennsylvania, opposed by the labor organizations, had a plurality of 150,000 votes, while Governor Glynn of New York, who was promised the labor vote, was defeated by the same figure. Governor Barry of Massachusetts, who boasted of his labor activities, was defeated, while Lieutenant Governor Harding of Ohio, attacked by the labor press, was elected. Thomas Van Lear, Business Agent of the International Association of Machinists, was defeated for Congress in Minnesota, though he had Mr. Gompers's support, and so was Clyde Kelley, labor's representative, defeated for reelection in Pennsylvania, while in Connecticut, Prof. Irving Fisher, an aggressive champion of labor, also suffered defeat.

The *Gateway* says that the Democratic leaders who passed the Clayton Anti-Trust Bill with the labor exemption clause in the last Congress, and were promised the solid labor vote, were amazed at the heavy loss of votes

## DO WE EVER LEARN?

BY HON. A. BARTON HEPBURN

**E**ACH generation had to learn for itself and at its own expense the evils of unsound money. The costly experiences of the preceding generation were generally forgotten, and legislators, following rather than leading the people, failed to correct the evils except after long and disastrous delays. So intolerable were the conditions at times that only the unlimited recuperative powers of our rapidly developing and expanding country prevented the overthrow of that standard of value and honor which is recognized by the world as highest and best.

they sustained in all the leading industrial States like Massachusetts, Connecticut, New York, New Jersey, Pennsylvania, Rhode Island, Illinois, Iowa, Wisconsin, Colorado.

All of which goes to prove that the self-styled "labor leaders" who trade with politicians for the labor vote and seek fat offices as part of the trade, cannot deliver what they promise. The *New York Times* says: "Labor is always being fooled through its leaders." This is an error. It is the politicians who are "always being fooled." The workingmen of this country vote as their consciences and interests dictate. So do business men. Some day our soft-headed politicians will realize this important fact.

The labor vote is the scarecrow constantly thrust before them by those who demand class legislation.

Ex-President Taft, in a recent address at Providence, declared that labor unions had gained control of the Legislatures and should be made to appreciate the spirit of the Constitution. He said the time had come for the unions to understand that much of their legislation was endangering the republican form of Government and that the electorate should instruct its legislators to realize that in urging much of the proposed labor legislation they were running against a public opinion that was stronger than labor.

The cowardice of the cheap legislator is matched only by his stupidity.

## LET THE PEOPLE RULE

**A**FTER Congress had been in session forty-four days only one important measure had been passed.

The population of Kansas shows a loss of 430 in 1915 as compared with 1911, and Kansas is getting tired of bad legislation.

A third political party composed of peace advocates, prohibitionists and suffragettes is announced at Washington with the slogan "Peace, Prohibition and Petticoats."

Fourteen thousand feeble-minded persons are at large in the State of New York because they cannot be accommodated in the overcrowded state institutions.

Since the prohibition law went into effect in Seattle, January 1st, the coroner reports seven deaths from alcoholism, four due to drinking wood alcohol.

"Patent medicines kill two hundred thousand people a year and there is not a patent medicine worth the powder to blow it to Kingdom Come"—so says Dr. O. M. Leiser of the New York Health Department.

One of Billy Sunday's trail hitters at Trenton, N. J., at the conclusion of the service gave 1,000 men and girls in his employ an increase in wages as a practical expression of gratitude to God.

Seven years ago a drunken tramp was assisted by a justice in a New Jersey suburb. Recently the tramp returned in an auto, reformed and well dressed. He attributed his reformation to the fact that while being fed by the justice, he heard a young woman in the latter's home sing "Beautiful Isle of Somewhere."

And so the people rule.

## THE PLAIN TRUTH

**S**AFETY! Full crew legislation has been weighed in the balance and found wanting. Such laws increase operating costs for the railroads, but fail absolutely to fulfill the promise of their advocates to improve railroad discipline or add to the security of life or property. The railroads of New York state give statistics to bear this out concerning the full crew law which got upon the statute books under Governor Sulzer. The extra cost to the rail-

roads of the State has been \$2,000,000 a year. Directly or indirectly the public has had to pay this bill, e. g. in reduced train facilities, made necessary to offset the extra salaries required by the law. A bill has been introduced by Assemblyman Nickerson to repeal the law, and to place the regulation of the size of train crews where it ought to be, under the Public Service Commission. The bill should pass, and the two million dollars be released for the improvement of the railroads and their service and the introduction of safety appliances which will actually result in increased safety for the public.

**TAXES!** The taxpayer always grumbles when he pays his taxes. He knows they are too high and that the money is spent extravagantly, but he doesn't demand to be told just where the money goes. Comptroller William A. Prendergast of New York City, without being asked, has issued a statement showing how every one hundred dollars is spent of the \$192,877,000 which it costs to run the city annually. The biggest item is for the city debt, either interest or redemption, \$31 out of every \$100. Education comes next with \$22; the protection of life and property, including the police and fire departments and the lighting of the streets, \$15.85; judicial purposes, \$5; charities, \$4.96; maintaining streets and sewers, \$3.83. A careful study in detail of the Comptroller's condensed statement of where the taxes go will make intelligent voters. The average citizen will then be able to tell whether in any particular department of the city's expenditures the taxpayers are getting full value for their money or not, and will be able to bring pressure to bear where needed. Every city should analyze its tax statement for the benefit of the taxpayers.

**T**URN! It is a fair and honest question to ask if everybody in the country, the business man and the workingman, the banker and the baker, the investor and the farmer, did not feel a great deal better off with the general situation and with future prospects when the government at Washington was trying its best to help business, big and little, and to help the railroads, the express companies, the steamship lines and every line of industry than since the beginning, we regret to say under a Republican administration, of the destructive policy of busting and smashing things? Have new enterprises been encouraged, new railroads been built, or the cost of living diminished? Isn't the country experiencing a sense of relief since President Wilson has announced that business, big and little, must be given a chance? Wouldn't we all feel better if the trust busting and railroad smashing by the Attorney General at Washington and the Interstate Commerce Commission should cease? Why not? On this line, a letter from a reader in Dallas, Texas, has a direct application. He says: "Let us hope that the people will take up a business man as a leader and turn away from their false gods to the McKinley days. With all the untold resources of this country, we should be riding on the topmost wave of ease and prosperity instead of not knowing whither to turn, defied by laws framed to oppress and not to encourage or to protect business."

**JUDGMENT!** Ex-President Eliot of Harvard, in an address at the Twentieth Century Club of Boston, brought out the point that it is only in the free countries that the corporations are perfectly and adequately developed. The corporations he declared to be the chief support of free institutions and public liberty, because they prevent the work of the nation from being altogether in the hands of the government. No one can deny, however, that a prejudice exists against corporations and against those who have gained their wealth through corporations. Since there has been mismanagement in some corporations some people have come to suspect all. Speaking in this connection of Mr. John D. Rockefeller and his benefactions, Dr. Eliot said: "Now if we sum up these services which Mr. Rockefeller has in his individual capacity rendered, we shall find an enormous sum to his credit. Then, I ask, why has he failed to receive on the whole the fame, the respect, the admiration which are his due? It is because, along the early part of his career, he pursued or followed absolutely the ethics of his day in all his work. But later the community arrived at better ethics for business. Mr. Rockefeller changed, of course, with the rest of the business community, and nobody's ethics to-day, in business or philanthropy, are better than his." History judges men by the age in which they live, and in the future, if not at the present time, Mr. Rockefeller will be judged by the ethical standards of the generation in which he lived and made his business success.

## PENCIL AND CAMERA PICTURE

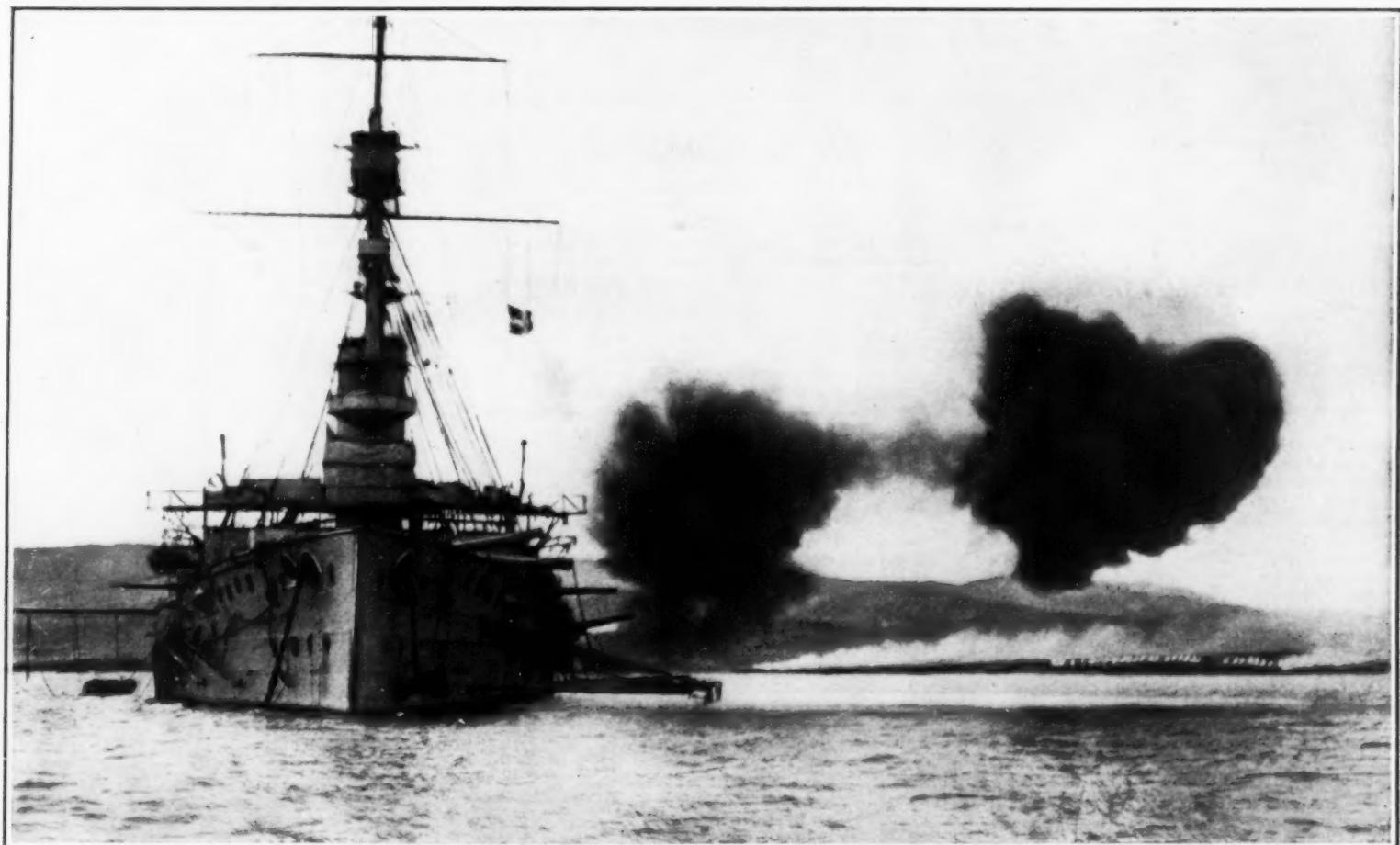


THRILLING ESCAPE OF TWO SOLDIERS FROM A STORM OF TURKISH SHELLS

The incident here pictured occurred on Gallipoli Peninsula when the Turkish batteries got the range of a wagon drawn by four horses, and which they evidently mistook for a gun. They dropped scores of shells around it. Two horses were killed and the wagon wrecked by the

first discharge, but the soldier teamsters succeeded in cutting the remaining two horses loose from the wreckage and galloped back to their own lines without being injured, although a perfect hail of shells fell all about them.

DRAWN BY F. MATSIA FOR THE SPHERE, LONDON. COPYRIGHT IN U. S. BY N. Y. HERALD.



LAST SHIP TO LEAVE SUVLA BAY AFTER THE BRITISH ARMY WITHDREW

The *Cornwallis* bombarding the Turkish positions on the heights above Suvla Bay to cover the evacuation of the British positions on shore. This marked the end of serious activities on Gallipoli Peninsula, although the Turkish official communications occasionally mention incidental

bombardments of the forts by British or French vessels. It is reported that the Turks are removing the mines from the Dardanelles, which is taken to indicate that they want to open those waters to their own shipping.

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E  
EUROPE'S TITANIC STRUGGLE

AUSTRALIAN TROOPS CHARGE A TURKISH TRENCH

© FREDERICK HODGKIN, PRESS ASSOCIATION

An official picture, made for the British war office the day before the troops were withdrawn from Anzac, on the Gallipoli Peninsula. This detachment was ordered to storm an enemy trench which had been severely bombarded, but the Turks did not wait for the Australian bayonets.

These attacks and bombardments were made to cover the preparations for the evacuation of the peninsula. The whole British forces, consisting of many thousand men, were withdrawn with only a few casualties.



SERBIAN PRISONERS PASSING A GERMAN TRANSPORT TRAIN

© FREDERICK HODGKIN, PRESS ASSOCIATION

This remarkable photograph shows the nature of the country in which the recent fighting in the Balkans occurred. In a wild mountain pass on the border of Macedonia and Montenegro a detachment of Serbian prisoners of war meets a German wagon train. James H. Hare, "Lealie's"

staff correspondent, writing of the Serbian army in the closing days of its resistance to the Germans and Bulgarians, says that it was made up largely of old men, and was almost destitute of artillery. Thousands of these soldiers were captured.

# SALONIKI, CITY OF SORROWS

BY JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S



WAR WAIFS GATHERED FROM THE SNOWY TRAILS

Mrs. Dora Gouitch, a Serbian woman, and herself a refugee, assumed the duty of gathering up small children whose parents had been killed or lost during the evacuation of Serbia before the advancing German and Bulgarian armies. She arrived in Saloniki with two score of children, many of whom she had picked up on the mountain roads. The one at the left of the photograph had struggled along the Albanian trail for 25 days, without parents or friends, and survived hardships that overcame many adults. The story of the Albanian trail has not been written, but if it ever is it will surpass in horror any of the tragedies of Belgium or Poland.



SERBIAN WOMEN EXILES REACH SAFETY

When Serbia called all her men to the army to resist the impending invasion of last October many of them were followed by their wives. When the retreat began these women accompanied the armies as long as possible and later were forced to struggle toward neutral Greece as best they could. Without shelter and with little food they endured the snows and frosts of the Albanian trail and other mountain roads and arrived in Saloniki to find it crowded with tens of thousands of other refugees all as destitute as themselves. Rich and poor, gentry and peasants were all on the same plane of absolute destitution.



OFF FOR CORSICA AND SHELTER

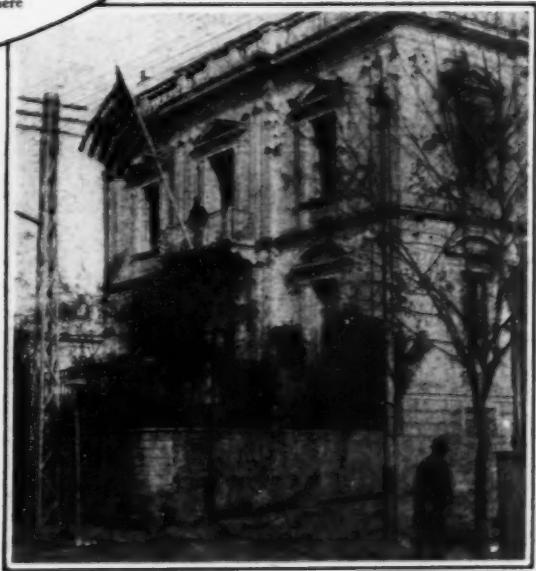
The Allies shipped refugees by the thousand to Corsica, where arrangements were made to shelter and feed them. Many others were sent to Italy and some to France.



TURKEY SENDS HER QUOTA OF HOMELESS ONES

Saloniki was the refuge for Turkish exiles as well as Serbians. Thousands of Armenians and other native Christians fled from Turkey to escape massacre and Greece was their only hope. Most of them drifted to

Saloniki to further congest the city and complicate the almost hopeless refugee problem. The Greek government gave them assistance, but was unable to care for so many, and the Allies took charge.



STARS AND STRIPES IN SALONIKI

The American consulate, where Consul John E. Kehl was one of the busiest men in the city. All Americans testify to his ability and eagerness to assist them. Some of the Serbian exiles were naturalized American citizens.

# FEEDING THE ARMIES OF FRANCE

BY F. W. ZINN



FOURTH OF JULY PARTY AT THE FRONT

Some of the American members of the Legion waiting for their train near Rheims, while on their way to the American banquet in honor of Independence Day in Paris. They were well supplied with the army bread that is the mainstay of the French commissary department.



THE ROLLING KITCHEN STOPS FOR LUNCH

At the end of a long, hard march hot coffee and hot soup are ready for the men and do much to keep up their morale. This picture was taken during the noon halt on a 50 kilometer march.

**I**N the French army biscuits or "hard-tack" are carried only as a reserve ration. The ordinary campaign food is bread. The daily ration is one loaf for two men and it never fails. Whether the regiment is in the trenches or on the march or in a train it always comes on time. It is of clear wheat, heavier than civilian bread but fully as white and edible, and on account of its shrapnel-proof, water-tight crust it is as good when two weeks old as when it is first baked. It certainly gets some very hard usage before it reaches us. From the interior bakeries it is transported by train and some 20 or 30 miles from the line it is transferred to the regimental wagons. They take it as close to the trenches as possible and for the rest of the distance—a mile or so—the men pack it on their



A HALT IN FRONT OF  
A company of the Foreign Legion in Alsace. The high hill in the background is Hartmansweilerkopf, about which the battle has raged

backs. In sectors where there are long, narrow communicating trenches to go through the usual way is to stick four loaves on a bayonet and so carry it over one's shoulder.

Except in the winter, when one's appetite is unusually large, a half a loaf is more than one eats in a day, being equivalent to two ordinary American loaves, and a large part is thrown away. In the front trenches it is pure waste. If we are back, it is fed to the horses unless we happen to be in a village where there are civilians. In that case the thrifty French villagers see to it that there is no waste. The boys come around with sacks and collect every morsel of the surplus. This is one of the small compensations these frontier people have for the losses they have suffered.

(Continued on page 365)



SURPLUS BREAD IS NOT WASTED HERE

The village boys collect it from the soldiers and it is put to good use. Where there are no civilians to eat it the surplus is fed to horses or thrown away.



FROM TRAIN TO WAGON  
Transferring bread for the French troops from freight cars to the wagons that take it to the front. Note size and shape of the loaves



PREHISTORIC CAMP COOKERY

In this way the French army was fed at the beginning of the war, but better methods were speedily installed and now it is the best fed army in Europe.

# THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

**THE PRIMARY LAW HUMBUG** **T**HE new system of nomination by primaries is not proving itself to be the route to a political millennium. Using her state-wide primary law for the first time, Indiana finds that it plays into the hands of the rich candidate. Each candidate was compelled to make his own organization all over the State, practically on a scale to correspond with political party organization. The Presidential primary offers a fertile field for "favorite sons" to get on the list to the future embarrassment of their State delegations, but men of real presidential calibre, such as Root, Hughes and Roosevelt, have shown remarkable interest in keeping their names off the primary lists. In Minnesota the bewildering and contradictory provisions of the primary law have produced a situation whereby Senator Cummins, "favorite son" of another state, stands alone on the Republican ballot. The Minneapolis *Tribune* declares, however, that if the Minnesota voters thought that other States concluded from this that Minnesota was for Cummins, they would proceed to "knock the harm out of harmony." The predicament in Ohio and Massachusetts is even worse. There a candidate for delegate is required to obtain the consent of the candidate for President to whom he pledges his support. "If the Legislature doesn't repeal the law," says the *Ohio State Journal*, "and make a nomination matter of honest judgment, instead of a bucked and gagged affair, it will be universally discredited." The Ohio delegate in the national convention will be bound to vote for the first choice of the primaries until he is chosen, or withdrawn, and after that for second choice, whether his name is before the convention or not. Adopted in the name of progress and with the purpose of securing the will of the people, the Presidential primary in its practical working confuses the situation by multiplying the number of candidates and binds the hands of the people.

**PACIFIST FOR THE WAR POST** **P**RESIDENT WILSON has had more than the usual amount of trouble in keeping his cabinet intact. Mr. Bryan had to retire because he was too peaceful; Mr. Garrison because he was too military. The newly selected Secretary of War, Mr. Newton D. Baker, a former mayor of Cleveland, is an ardent pacifist. "Why not," says the *New York Herald*, "appoint Mr. Henry Ford as Secretary of War and be done with it?" Mr. Baker states his position on peace and war as follows: "I have always been a peace advocate. I believe in peace and in the proper enforcement of peace—by force, if necessary." William B. Brewster, field secretary until a month ago of the National Security League, and since then secretary of the Committee of Mayors on National Defense, says, "Of all the mayors I interviewed, Mr. Baker was the most pronounced opponent of preparedness." An endorsement of Mr. Baker's appointment, not altogether pleasing to President Wilson, is that of the Anti-Preparedness Committee which declared the appointment would "tend to convince the country that the President is not entirely the jingo which some would make him out to be." The opinion at Washington seems to be that the new appointee is to be a mere executive officer and that the President will be the real head. In stating his position, Mr. Baker said, "I believe in the President's preparedness policy. I believe in all of his policies that I know anything about." Mr. Baker was sworn in on March 9th, the day on which the Villa raid on Columbus, N. M., brought the Mexican problem to the attention of his department in a critical way.



COPIED BY FRANK MOORE  
**NEWTON D. BAKER**  
The new Secretary of War, who is against military preparedness, and is a member of nearly all the peace societies in the country.

**WHERE DOES DEFENSE END?**

**T**HE debatable issue between Germany and Great Britain on the arming of merchantmen concerns the point at which defensive armament changes to offensive. Germany justifies her recent submarine order to treat all armed merchantmen as ships of war upon secret British instructions to merchantmen to attack submarines. Britain's reply was the publication in full of the official orders of the Admiralty dated November 20th, 1915. In defining the conditions under which the armament of a merchantman should be employed, the Admiralty declares that the approach of a submarine should be regarded as a hostile act. "In such cases," says the order, "fire may be opened in self-defense in order to prevent the hostile craft from closing to a range at which resistance to a sudden attack with bomb or torpedo would be impossible." Germany's contention is that such approach may be for the purpose of visit and search, recognized under international law. High foreign officials

calls the plan "favoritism," and criticizes it also because "it converts the Government into a farm loan agency, with the obvious result—if not the purpose—of competing with all existing plans of making farm loans and of destroying individual initiative and opportunity." One of the most ardent supporters of the measure, Leonard G. Robinson, the head of the Jewish Agricultural Industrial Aid Society, points out that the credit of the farmer is always confined to his immediate locality, and is therefore frequently inadequate. There are many sections of the country with an abundance of home capital seeking investment, but it is undoubtedly true that there are other sections where there is not enough money available for farm loans to supply the legitimate demand. The National City Bank of New York appreciates this fact, but recognizing the strong objections to the Government entering the loan field for the benefit of a single class, argues that "if there was a corporation of sufficient responsibility and prestige to sell its own debentures, based upon mortgages, and create a ready market for them on the strength of its own credit, the problem of finding money for mortgages would be solved." Another defect of the Government plan is that tenant farmers, in whose behalf many of the appeals for a system of rural credits have been made, will be entirely outside the provisions of the measure unless they have saved the necessary half of the purchase price for the land they want to buy.



A MISSISSIPPI RIVER FLOOD OF FORTY-FIVE YEARS AGO

Recently the Mississippi River and its tributaries have done hundreds of thousands of dollars worth of damage. This is an old story to residents of the fertile valleys along those streams. The illustration, sketched by a correspondent on the scene, shows the waters pouring through a crevasse in the levee at Bonnet Carré, Louisiana, nearly half a century ago. The Father of Waters has been restrained but not controlled by the skill of the engineers.

at Berlin have consequently characterized Lord Robert Cecil's declaration that no orders had been given to merchantmen to attack submarines as "conscious mendacity and typical British hypocrisy, intended solely to throw dust in the eyes of the American people." Great Britain's contention is that merchant vessels have so often been torpedoed without warning that she is entirely justified in looking upon the approach of a submarine as being *per se* a hostile act. The pledge of the German Ambassador at Washington that the policy of unwarmed attack was to be abandoned was both an admission that such attacks had been made and a promise that they would no longer be permitted. The British orders, taking no cognizance of this pledge made by Count Bernstorff to the Administration at Washington, proceed on the basis of submarine warfare methods followed to date. The *Arabic* incident affords an example of the difficulty of getting a truthful report of a submarine attack. The Berlin Government declared that the submarine which sank the liner was the *U-27*, and that the commander and crew made affidavits that the *Arabic* tried to ram the submarine. The British claim, on the contrary, that the *U-27* was sunk, and most of her crew killed by a British naval auxiliary a few hours after the *Arabic* disaster, and that the two mortally wounded survivors from the submarine who died shortly after being taken ashore declared it was their submarine which sank the *Arabic*. In a question of veracity, the reader may take his choice.

**DON'T CODDL THE FARMER**

**I**T was ex-Ambassador Myron T. Herrick who said that the chief trouble with the American farmer was that he was under-financed. Everybody is interested in anything that will benefit the country's agricultural interest, but it is an open question as to whether the Hollis-Moss bill, the rural credits measure now pending in Congress, is the best way to aid the farmer. The American Bankers' Association in its monthly journal

so radical a method has been suggested as the prohibition of all German imports, but it is not likely, even with the hatred aroused by the war, that such a spirit of retaliation will prevail. The Parliamentary correspondent of the London *Daily Chronicle* calls attention to the free access German ships had before the war to British ports all over the world, and suggests that retaliation take the form of exclusion of German ships from all ports of the British Empire for 20 years after the restoration of peace. German Legation Counsellor von Buchka argues, in an article in *Der Tag*, that Great Britain's object is the destruction of Germany's commercial position, that Britain will continue a trade fight long after peace is made, and that for



INT'L FILE  
**JEFF MCLEMORE**  
The Texan who precipitated the fight between Congress and the President by introducing his resolution "warning" Americans off armed ships.

the world field and knows how insignificant our efforts are, in the face of an unparalleled opportunity, compared with the plans our commercial rivals are making. In the last two years our foreign trade has expanded by leaps, but as President R. G. Rhett of the Chamber of Commerce of the United States points out, the necessity which produced this expansion will expire with the war. We must look for conditions vastly different, then.

**WILL THE WAR END WITH THE SILENCING OF THE BIG GUNS, OR WILL THE STRUGGLE SHIFT TO A BATTLE FOR COMMERCIAL SUPREMACY?** A conference of representatives from France, Russia, Great Britain, Italy and Japan is planned to be held soon in Paris to unite the entire economic forces of the Allies against the Central Empires during and after the war. Even

years there will be no good personal or business relations between the two peoples. The belligerents on both sides of the conflict are now, in the thickest of the fighting, making plans for the extension of trade at the close of the war. In contrast with this is the marked indifference of the lawmakers of the United States to the foreign trade opportunities the war has brought to our doors. A bill has been introduced in Congress to increase the appropriation for the work of the Bureau of Foreign and Domestic Commerce from \$75,000 to \$125,000, when twice that amount is actually needed. The Chamber of Commerce of the United States has studied carefully

# WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

**WILSON DOES NOT WANT WAR**

**C**ONTRARY to many published reports and rumors circulated in the Senate and House, President Wilson does not believe that the entry of the United States into the European war might serve humanity in bringing a quicker end to the struggle. The President does not want war. It can be stated definitely that he believes that were the United States to become involved, it would set civilization back a century. There would be no great neutral nation then to raise its voice against the abandonment of the rules of civilized warfare. There would be no great neutral nation to look after the interests of the belligerents at enemy capitals. International law has been frequently disregarded in the course of the present titanic struggle, but it would be abandoned altogether if the United States became a belligerent. Out of the confusion of the struggle between the President and Congress there stands this one indisputable fact as stated by the President: "War must be avoided at the sacrifice of everything except the national sense of honor and justice." The position taken by many members of Congress was to abridge the undoubted rights of American citizens traveling abroad in order to reduce the chances of this country being dragged into the war. The position of the President was that Congress should not interfere, and that he should be permitted to continue his negotiations with the assurance that the whole nation would be behind him in any radical step that he might threaten or actually take. Only in this way, the President held, could Germany be convinced that it would be necessary for her to make concessions.

**IMPROVING THE NATIONAL PARKS**

**A**MERICA lately has awakened to her own opportunities. Where hundreds of thousands of Americans formerly sought exhilaration, refreshment and health at foreign resorts, they are now beholding the wonders of their own country. A vacation in any of the fourteen National Parks of the United States means increased health and efficiency. By promoting the acquaintance of travelers from all parts of the country who will meet in American resorts, unifying results will be obtained. The East and West, North and South need to be better acquainted. Congress created the 14 National Parks under separate and conflicting acts, and has thus far neglected to pass laws which say how they shall be managed or developed or to provide a permanent organization to take care of them. Appropriations have been inadequate. The National Parks have been without headquarters or a regular keeper. As a result they are only five per cent. developed, and they need roads and trails, low prices and popular accommodations for the general public and a permanent organization for their development and administration. Representative Kent, of California, recently introduced a bill providing for the establishment in the Department of the Interior of a service to be called the National Park Service, which shall be under the charge of a director appointed by the Secretary of the Interior. The enactment of this bill would result in a coherent plan for the development of the 14 National Parks. When they have been made ready for all the people much of the \$300,000,000 which Americans have been spending annually abroad in touring will remain at home, benefiting directly and indirectly all kinds of business. The Kent bill should be passed without delay.

**INTERNATIONAL FINANCE**

**D**URING the discussion of what is now the Federal Reserve act, the opinion was frequently expressed by bankers and economists that one of the proposed reserve banks should carry an investment of from \$100,000,000 to \$200,000,000 in foreign bankers' bills. It was agreed that this duty should properly fall to the New York reserve bank. Bankers' bills—known as bank acceptances—are the highest type of security in European money markets. They command preferred

rates of interest; they are always rediscountable at the central bank and are, therefore, practically equivalent to cash. Because they are so readily convertible into cash they form the secondary reserve of operating commercial banks. In payment of the balance of trade in favor of the United States foreign nations, and particularly England, have sent to this country approximately \$450,000,000 in gold and they have also sold back to us upwards of \$1,000,-

assemblage, not an army. In the whole array there would not be an officer who had ever commanded more than a division, and that division at peace strength. There would be no supply officers or transportation officers; there would be no aviators, no adequate machine guns, no proper field artillery, no armored motor cars, no ammunition batteries in the field, no hand grenade supplies, no bomb throwers, no experienced commissariat, no adequate medical force, no trench diggers or equipment, and what appears to be an insignificant item, there is no optical glass manufactured in the country. Optical glass is necessary for field glasses, range finders and periscopes. Lack of officers is a matter which has caused the English the greatest trouble in the present war. Lack of officers is one of the greatest of many defects in the proposed plans of preparedness. Artillery officers are particularly necessary. Artillery operations are a matter of mathematics. In operating artillery the correctness of the mathematical calculations is the first step in efficiency. The more the question is studied, the more ridiculously unprepared this nation seems to be. After all the questions of military and naval preparedness have been settled there remains the no less important question of industrial and financial readiness.

**BEFORE BRYAN**

**A**CCORDING to a recent bulletin issued by the United States Geological Survey, the tiger and the rhinoceros preceded

William Jennings Bryan as residents of the great State of Nebraska. Researches undertaken by Government geologists in Nebraska tend to show that the swampy lowlands there were once covered with vegetation similar to that now growing in tropic lands. Camels and llamas were

abundant, and during the Pliocene epoch great ground sloths and glyptodonts, whose relatives now live in South America, inhabited western Nebraska. Mastodons with tusks on both the upper and lower jaws, much like those of the Miocene epoch, still existed. Short-legged rhinoceroses were abundant, and there was a great variety of wolf-like carnivora. Sabre-toothed tigers and other big cats, some of them considerably larger than those of modern times, were abundant. Three-toed horses were there also. One of the most curious residents of Nebraska at that time was a gopher-like rodent that had two large horns on its nose. Its enormous claws indicate good burrowing power, while it was also equipped with horns with which to dig to safety when any of the sabre-toothed family appeared. Government scientists have disinterred some of the most interesting specimens in Nebraska of mastodons and other strange animals.

**THE FAMINE IN DYESTUFFS**

**W**ILLIAM C. REDFIELD, Secretary of Commerce, has undertaken to relieve the anxiety in regard to the shortage in dyestuffs. He has sought to create the impression in the 19 months that have elapsed since the outbreak of the war in Europe that Americans have mastered a trade which the Germans spent 50 years in developing. Dr. T. M. Norton, a special agent of the Department of Commerce, made a report in which he gave the names and addresses of 34 concerns in the United States which are now making dyes and colors.

The report contained the information that the output of these concerns is practically great enough to meet the demands and that it is of high quality. Users of dyestuffs were greatly puzzled by this report. It did not coincide with their experience. They therefore secured the services of J. Merritt Matthews, a chemist of reputation, and an investigation was made. It was found that of the 34 concerns mentioned by Dr. Norton, only three are actually engaged in making dyes, that their output is limited, and only a few colors are produced. Manufacturers find themselves handicapped by the scarcity of skilled men and by the high wages that must be paid for research work. Capital hesitates to invest in an extensive way owing to the uncertainty of the fate of the business after the close of the war, when German competition would have to be met.



**ENOS A. MILLS**  
Naturalist and writer, who has persistently advocated the standardization of the management of the 14 National Parks.

**LAUNCHING OF THE DESTROYER SAMPSON**

The latest addition to our navy was launched March 4th at the Fore River Shipyards at Quincy, Mass. The Sampson is 330 feet long, 30 feet beam and her contract calls for a speed of not less than 29½ knots an hour. She will use oil as fuel and will have both reciprocating and turbine engines. The contract called for her delivery in November next, but she will likely be completed in April, seven months ahead of time.

000,000 worth of American securities. The latter were used as a substitute for gold. With a quantity of foreign bankers' bills held by the banks of this country there would be in our possession securities which could be returned to Europe in the event that they sought to buy gold in this country. Heretofore European nations have bought American gold usually on their own terms. American bankers had no alternative except to send them what they wanted. Possessed of their securities, our banks would be in a position to negotiate and, if they demanded gold, to give it to them not on their terms, but on ours. The Federal Reserve Banks are authorized by law to establish agencies in foreign countries. When such agencies are established it will be through them that foreign investments are made. It is to study this situation in its practical aspects that Benjamin Strong, governor of the Federal Reserve Bank of New York, is now in Europe. Similarly, Paul M. Warburg, of the Federal Reserve Board, will make a study of the situation in South America whether he goes as a member of the International High Commission. In relation to questions of international finance the development of the Federal Reserve act has been slow and conservative. With most of the questions as to its domestic development settled, it is apparently now the purpose to work out the new banking system in relation to international finance.

**SOME QUESTIONS OF PREPAREDNESS**

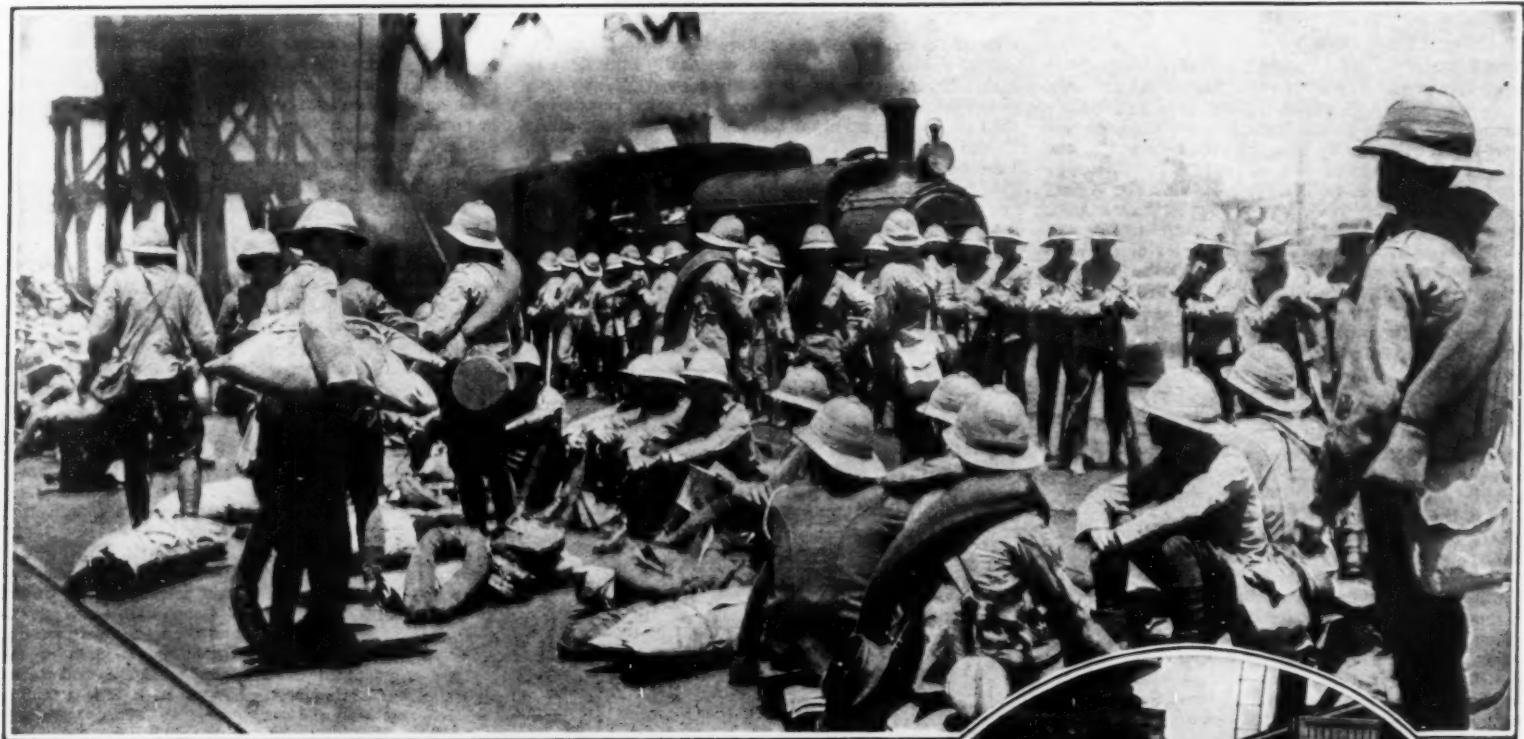
**A** MEMBER of the House Military Affairs Committee, in a recent investigation, discovered that the supply of ammunition in one coast defense unit was sufficient to keep the guns in action for 30 minutes. General Wood told the Military Affairs Committee that the mobile troops in the continental United States—cavalry, infantry and field artillery—number about 31,000. The paper strength of the militia is about 130,000, including 8,800 officers. General Wood estimated that in 30 days there could be gathered about 60,000 fairly well-trained and equipped troops from the States. This would make a total army of 90,000, but General Wood said that it would be a military

**PAUL M. WARBURG**  
Member of the Federal Reserve Board, who is on a visit to South America to study international financial problems.



# BOER AND BRITON AS COMRADES

PHOTOGRAPHS MADE ESPECIALLY FOR LESLIE'S BY ARNOLD KEYZER



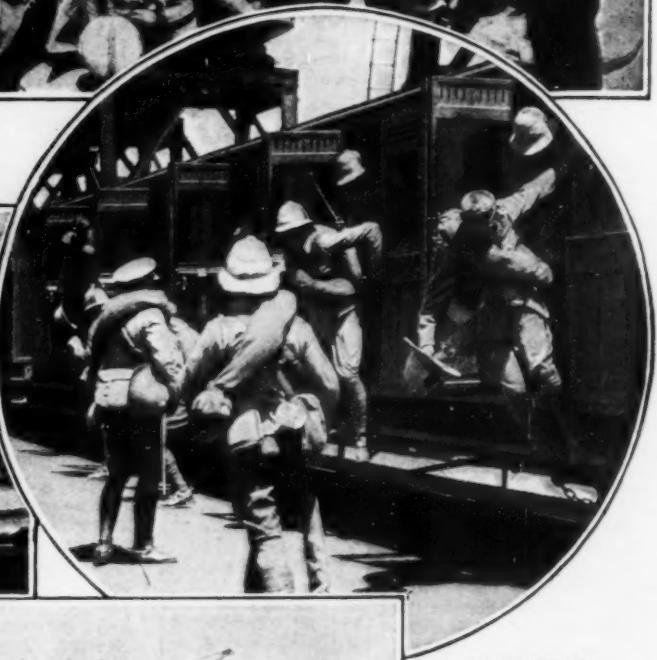
SOUTH AFRICAN VOLUNTEERS ARRIVING AT CAPE TOWN

The forces recruited by the South African Union for service in the European war have recently been diverted to East Africa, where a determined effort is being made to conquer Germany's last remaining colony. It was undertaken by British troops, and General Smith-Dorrien was sent out to take command, but he was speedily replaced by General Smuts, who was one of the leaders in the war of the Boers against Great Britain.



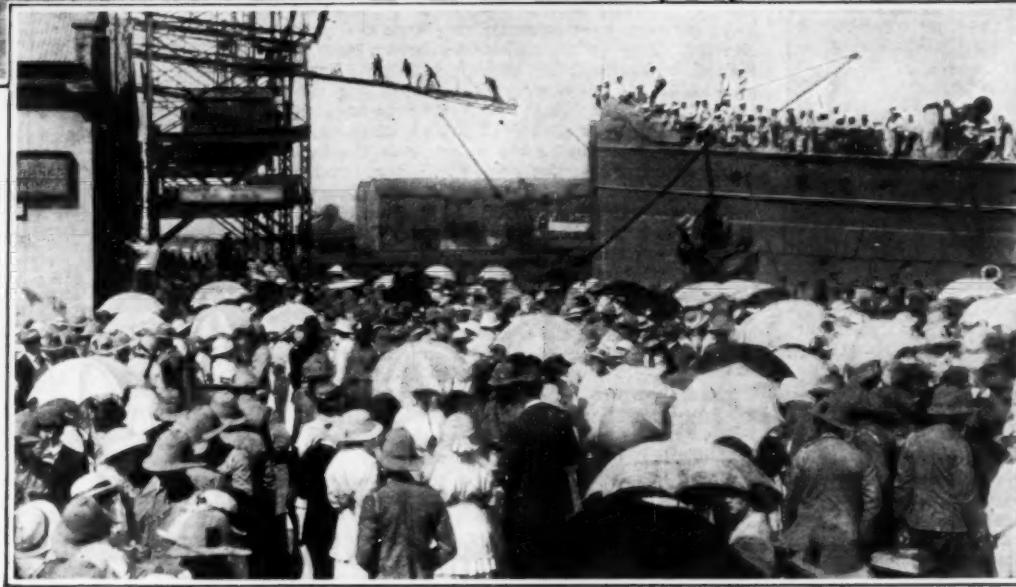
FIELD ARTILLERY EMBARKING

In the South African forces Boers and British, who were a few years ago engaged in a desperate war with each other, are now fighting side by side for the British empire. The British regiments in East Africa are under the supreme command of a Boer, who has a number of Boer officers on his staff. General Smuts distinguished himself in the campaign against the Germans in German Southwest Africa. In the Boer war he was a daring and successful cavalry leader.



TROOP TRAINS AT THE DOCK

The South African passenger cars are on the European style with compartments for each four persons. The troops were brought to the point of embarkation in first-class coaches and put aboard the transports in good condition. The South Africans are efficient in war as in peace. Two of the most clean cut campaigns of the war were those waged against the Boer rebellion in 1914 and against German Southwest Africa in 1915. It remains to be seen whether this record will be maintained in East Africa.



WIVES AND SWEETHEARTS GATHER FOR THE LAST FAREWELLS

Field Artillery embarking on the auxiliary cruiser *Armadale Castle*, the vessel in the background. It is midsummer in South Africa in January and the women wore lawns and linens and carried sun-

shades. Last week we printed photographs of Canadian recruits doing maneuvers in a temperature of 15 degrees below zero. Both sets of photographs were made at about the same time.

# SUCCESSFUL PLAYS IN NEW YORK

## "THE GREAT LOVER" AT THE LONGACRE THEATRE



PAUREL INTRODUCES HIS LATEST "PROTEGE"

Jean Paurel (Leo Ditrichstein), the Gotham Grand Opera Company's famous baritone, is to sing "Don Giovanni." His manager, Stapleton (Lee M. Millar), wants an old flame of Paurel's, a famous prima donna, to sing with him; but Paurel, who has taken a fancy to Ethel Warren, a young American singer (Virginia Fox Brooks), insists on her having the part. Stapleton refuses, but Paurel's infatuation continues



A RIVAL SINGER TAKES HIS PLACE

Paurel, who is here shown being lionized in his dressing-room by his enthusiastic admirers, after the first act of the opera, quarrels with Carlo Sonino (Malcolm Fasset), his rival for the hand and heart of Ethel, and during his tirade loses his voice. Sonino takes Paurel's place in "Don Giovanni," and scores a triumph.



ETHEL, IN GRATITUDE, ACCEPTS HIM

With his operatic career at an end, Paurel proposes marriage to Ethel, who, though she is in love with Sonino, sympathizes with Paurel and accepts him.

### HE LEARNS THAT HIS VOICE IS PERMANENTLY GONE

Paurel's physician (Arthur Lewis) tells the great baritone that his voice is gone forever, and Ethel, grateful for his kindness to her, does her best to comfort him.



LOTHARIO (HIMSELF AGAIN

Paurel, realizing the differences in age, sacrifices his desire and releases Ethel. He is apparently in the depths of despair, but a telephone call from one of his lady admirers dispels the clouds; and the curtain falls on the conversation in which he makes a luncheon engagement with the fair invisible.

# SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



INTERNATIONAL FILM

#### AN ORIENTAL BOXER

Having shown their appreciation of baseball, the Chinese now are taking up boxing. This is Don G. Low, a student at the University of Pennsylvania, who, having bested the leading sparring talent at that institution, is ambitious for additional honors. He has issued a challenge to meet any university boxer weighing 135 pounds ringside for the world's college championship.



SKYLARKING AMONG THE CLOUDS

While most of us are preparing to hunt violets and do other things to express appreciation of the advent of spring, the Estes Park and Colorado Mountain Clubs are enjoying their annual outing in the

Rocky Mountain National Park, in the shadow of the Continental Divide and above the 10,000 feet elevation. The picture shows members of the clubs ready for skiing, tobogganing and snowshoeing.

SHERMAN



AMERICAN PRESS  
DROVE CLEAN AND WON A MILLION

During his career, Ed Geers, greatest of harness drivers, has won over \$1,000,000. Geers came north from Columbia, Tenn., in 1877 with the mare, Alice West, and never has resorted to shady tricks. Ed drove Alice West in 2:30 at Hartford, Conn., and 32 years later drove Harvester, shown in picture, in 2:07 1/4, and in 1914 drove Etowah, three heats in 2:03 1/4, 2:03 1/2, 2:03 1/2.



WHERE 'TIS ALWAYS FAIR AND SUNNY

At Palm Beach, where there is but one way of telling that it is winter and that is by consulting an almanac, the daily program of entertainment includes most of the favorite pastimes, with golf among the most popular. The

picture shows William J. Travis, champion, demonstrating some of the game's finer points to a group whose raiment gives no indication that the month is "beastly February."



FROM BASEBALL TO BLACKSTONE

The general supposition that every player on the grass diamond refuses to give up the sport until injuries or advanced age causes him to be forced out, and that he can make more money following the National pastime than in any other business walk, received another jolt recently when Eddie Grant announced that he would retire from baseball to continue the practice of law, to which he has devoted his winters since he graduated from law school in 1905. Eddie, long a star with the Phillies, and later with the Reds and Giants, still is a popular infielder, and will be missed by the latter team.

# WAR ALONG THE MEXICAN BORDER

STORY OF THE COLUMBUS  
ATROCITY TOLD IN  
PHOTOGRAPHS MADE  
FOR LESLIE'S



COPYRIGHT  
U.S. WAR DEPT. & UNDERWOOD  
**READY FOR  
ANOTHER BRUSH**  
United States regulars lying prone, in close formation, and prepared to resist attack by an enemy in mass. Our troops on the border are as well trained and as well seasoned for active and trying duty as any soldiers in the world.



SCENE OF THE TROUBLE

Bird's-eye view of Columbus, N. M., looking from the south, from which direction Villa advanced with 1,500 bandits and attacked the town.



**WHOLESALE CREMATION OF DEAD BANDITS**  
Burning the bodies of nearly 100 of the invading Mexicans killed by the American soldiers during the fight at Columbus.  
Twenty-five more bodies of Mexicans were found.



AN UNHAPPY  
HEROINE

Mrs. Maud Hawley Wright, an American woman whose husband was killed by Villa's men at her home in Mexico and who was forced to travel for nine days with Villa's band. After the attack on Columbus she was set free and she has since recovered her baby which the Mexicans took from her.

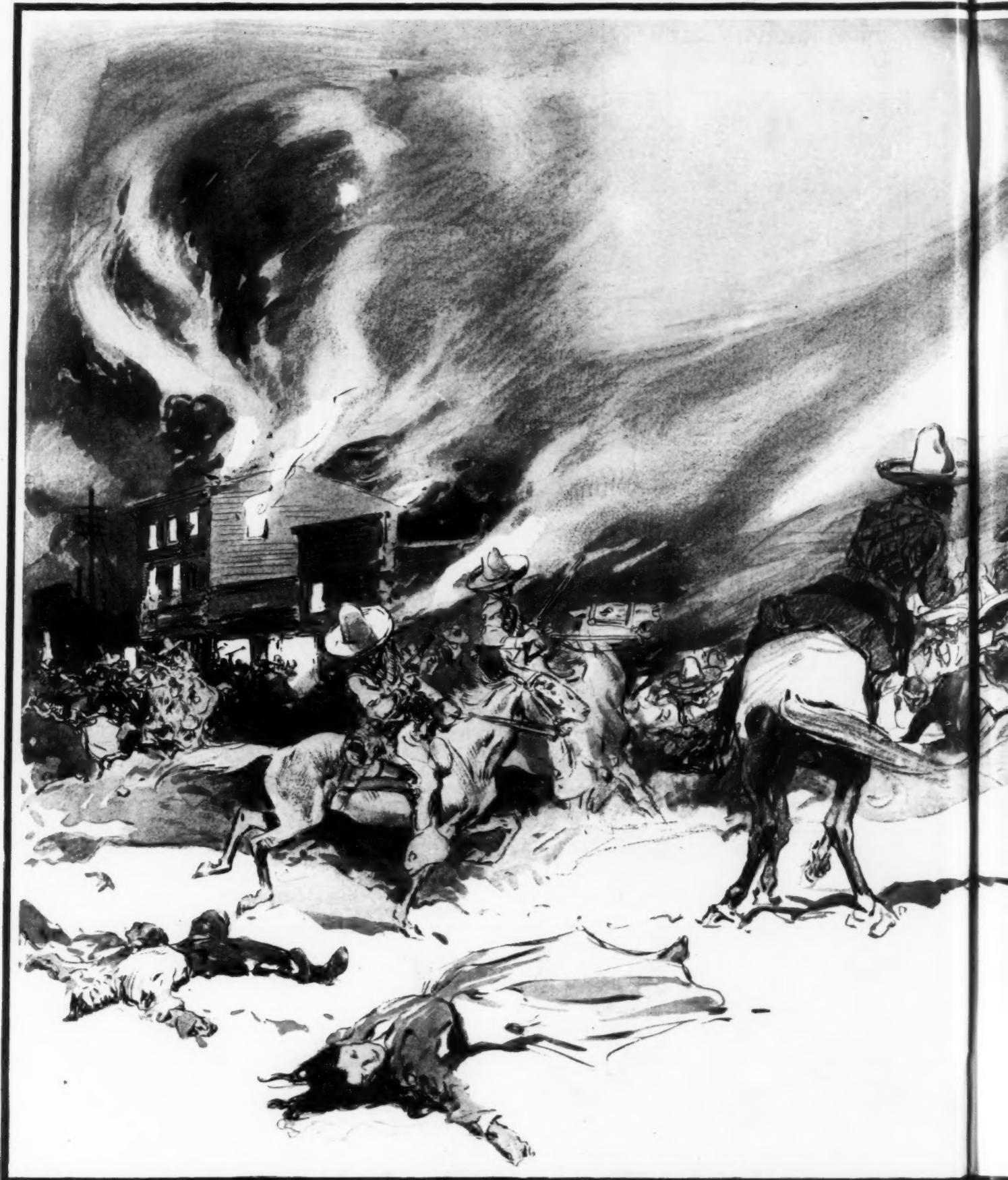


**WHERE THE MEXICANS APPLIED THE TORCH**

Ruins of buildings which were set on fire by the Mexican raiders and destroyed. In the foreground is shown Jolly Garner, a customs border rider who, with his partner Ben Aguirre,

rescued Mrs. Rachel Walker from a burning hotel by tying sheets to her arms and lowering her from a window. Garner is a brother of Congressman Garner of Texas.

# VILLA'S BANDITS BURN AND THE OUTRAGE AT COLUMBUS, N. M., THAT PUT



At half-past four o'clock on the morning of March 9th, 1,500 Mexicans led by Francisco Villa swept down on the town of Columbus, N. M., on the international boundary, and started to murder the inhabitants and burn the town. Three troops of the Thirteenth United States cavalry were stationed there and while completely surprised, were quickly mustered and gave

MEXICAN BANDITS MURDER SEVENTEEN  
battle to the marauders. The fight lasted two hours, during which nine soldiers were killed and seven wounded. More than 100 Mexicans were found dead after the fight. But for the fact that a machine gun jammed and became useless at a critical moment the mortality among the Mexicans would have been much larger. The retreating Mexicans were pursued into

# ADD KILL ON AMERICAN SOIL THAT PUT WATCHFUL WAITING IN THE DISCARD



## TEENS IN NIGHT ATTACK ON PEACEFUL TOWN

Mexican territory by 50 troopers, and several were killed in a running fight. One American non-commissioned officer was also killed in this fight. The civilians massacred at Columbus numbered eight. Immediately after being notified of the battle President Wilson announced that American troops would enter Mexico to take Villa dead or alive, but that no interference with

Mexico's domestic affairs was contemplated. The whole of the mobile force of the regular army was moved to the border before the troops under General J. J. Pershing undertook the pursuit. General Frederick Funston is in command along the border. Leslie's will give its readers the best exclusive photographs and reports of the expedition.

DRAWN FOR LEISLE'S BY DAN SMITH

## DENBY FOR TRAILOR PAVEMENT DENBY TORPEDOED AND SINKING

## DENBY

If you are as thorough in your investigation as we are in our construction your truck will be a Denby.

3/4 ton	\$890
1 ton	\$1475
1 1/2 tons	\$1685
2 tons	\$1995

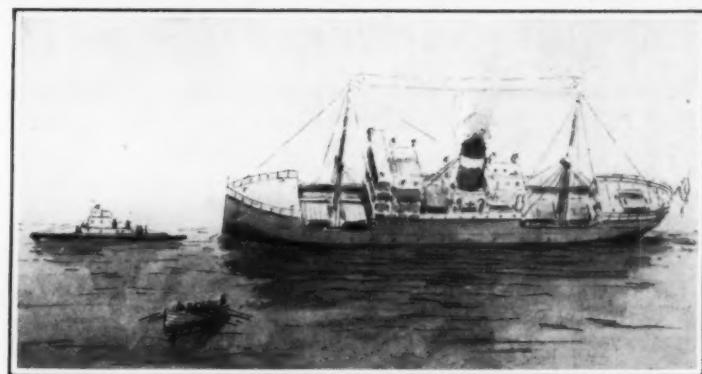
**Denby Frame**—for instance. Sturdier, more generously dimensioned, wider flanges, deeper channel face—made to carry the load with confidence-inspiring ease and permanence. Just one of a hundred points of superiority in Denby construction.

DENBY MOTOR TRUCK COMPANY  
427 Holbrook Avenue  
Detroit, Michigan



3/4-TON DENBY WITH TOP

DENBY



Drawing made by Percival Denison from a sketch made by him while his ship, the *Denby*, was sinking as the result of a torpedo fired by a German submarine. Mr. Denison was the wireless operator on the *Denby* and when the crew took to the boats he coolly made sketches of the scene. The submarine is shown in the background, standing by to make sure that the shot accomplished the destruction of the ship. The crew all escaped.

## TRADE BUT NO SHIPS

BY W. H. STORY

"UNLESS extra steamer chartered no further space for grain drills for Australasia." This telegraphic answer recently received by a large manufacturer of farm implements from one of the transcontinental railroads, in reply to an urgent request for rates and space on several hundred tons for points in Australia and New Zealand, is a prototype of replies received from practically every foreign department of every Western railroad.

This may mean little to the person not engaged in manufacture, but it furnishes much food for deep thought on the part of the American manufacturers who are trying to enlarge their foreign business, and who are today crying for space and more space. But there is no space! All boats are booked to their full capacity for months to come, with a prospect of even greater demands.

Every newspaper, from the village weekly to the mighty dailies of the metropolis, has been advising American manufacturers that now is the opportune time to get out and corral the export trade of the world. The United States Government has taken up the cry, and several well-informed and well-meaning export experts have visited leading cities, addressed Commercial Clubs, and have conferred privately with the manufacturers with a view of securing permanently practically all of the trade of the world. While the different nations of Europe are engaged in the business of murdering each other's subjects, we are told that now is the opportune time to catch the goose that lays the golden egg.

But just how we are going to deliver the eggs is a problem and a mighty big one. Most of our advisors seem to be unaware that prior to the war the United States as an exporting nation ranked second. We had practically no trouble to secure space at any time by numerous steamship lines operating to the four quarters of the globe, and at reasonable rates; in fact, up to June 1st, 1915, under a prior contract we could get a rate of about \$6 a ton from New York to Adelaide, Brisbane, or Fremantle. Today the rates to the same points are from \$40 to \$50 a ton, with little chance of getting goods moved in time for our markets. Thomas Jefferson, when Secretary of State in 1793, prophesied present conditions when he said, "When those nations who may be our principal carriers shall be at war with each other, if we have not within ourselves the means of transportation, our produce must be exported in belligerent vessels, at the increased expense of war freight and insurance, and the articles which will not bear that must perish on our hands."

Of course the customer pays the freight and is probably willing to pay the high rate if he could get his goods delivered. But today the Eastern and Western ports are

choked with thousands of cars of grain waiting to be put into the elevators and from elevators into boats. Thousands upon thousands of cars of war material have accumulated ready to be unloaded and lightered to their various docks and steamers. We are advised by a high railroad official that the roads leading to New York are blocked with cars of war supplies, in fact some are being held on sidings as far away as 300 miles awaiting an opportunity to be forwarded and lightered. There is no doubt that the Government and its experts are doing good work in their advice to the American manufacturers to get export trade, and there is little doubt that when the war is over the United States will stand head and shoulders above all nations in the world as an exporter, but if conditions for making delivery are so difficult today what can we expect upon the termination of this mighty conflict in Europe? "Oh," you say, "all the vessels that are engaged today in handling war munitions will seek the transportation of those products they formerly solicited." But will they?

Suppose that you were either Germany or England and some day you crawled out from beneath the struggling mass of humanity, and walked into the office and took your place at your desk. About the first thing you would say to the office boy would be, "Son, bring me my export dope," and the boy would reply, "Sir, there is no export. While you were off on that mighty spree your Uncle Samuel slipped in and filched everything in sight in the way of exports." What would you do? In all probability you would say, "Well, Uncle Sam may have gotten the exports while we were busily fighting one another, he may have secured the orders, but we will see whether he will deliver them in our subsidized vessels or not." When the war is over there may be plenty of boats to carry the export trade from the United States, but there will be mighty few flying the American flag, and they will demand high discriminatory rates from the American exporter seems a foregone conclusion. That Germany and England will insist upon their vessels giving preference to their own products is probable. While these vessels are privately owned, many are subsidized by the Government, and if necessary can be commanded. What then will the American exporter do to keep the trade with the foreign countries? What then will the voters say to a ship subsidy in the United States? Are not the words of our martyred President McKinley significant? He said: "We should no longer contribute directly or indirectly to the maintenance of the colossal marine of foreign countries, but provide an efficient and complete marine of our own."

DENBY

*A Striking New Attainment in Hosiery Making*

**Hose of Luxite**

**Pure Dye**

By using abundant silk in Hose of Luxite we attain full weight and lasting beauty. We never load the dye with metallic compounds to make the hose seem heavy and glossy. Hosiery like that—though you can't detect it—will soon drop stitches when worn, or disintegrate when washed. Have you not had such experience?

Your safeguard lies in demanding hose that bears the name LUXITE. All Hose of Luxite—for Men, Women and Children—are pure dyed. Women's stockings full-fashioned or seamless as preferred.

Hose of Luxite excels in elegance because of its close, fine stitches, rich shimmer and soft, firm body. It excels in fit because of its limb-form shapeliness. Repeated washings leave it snug and lustrous like new.

**Men's Silk Stockings 50c, and Ladies' 75c, \$1 and \$1.50**

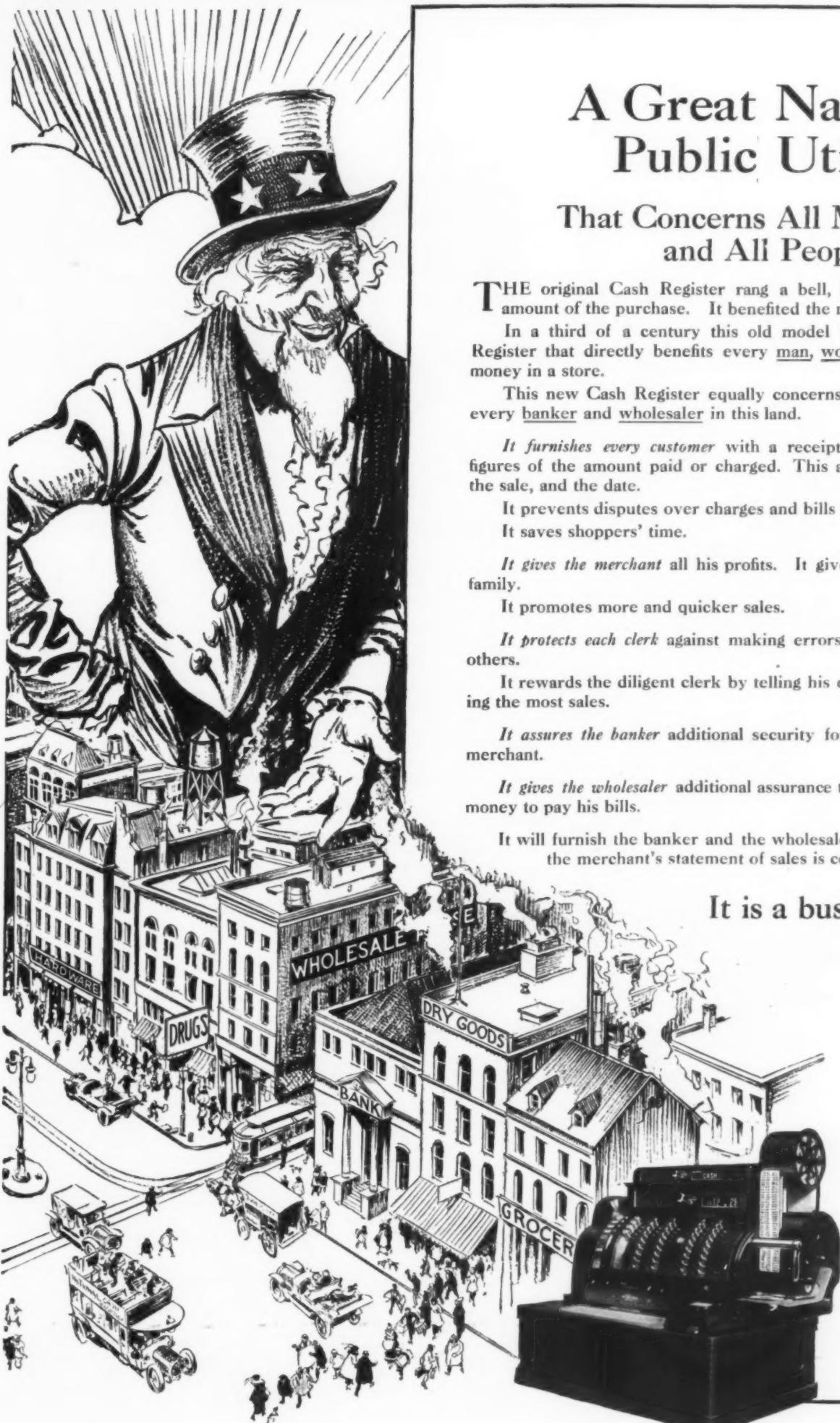
Hose of Luxite at these prices is made of strong, pure Japanese silk, 12 strands to the thread instead of the customary 6 or 8. Fine lisle top and high-spiced heel and toe of luxuriant lisle, reinforced with extra two-ply thread instead of a single thread.

These are the chief reasons Hose of Luxite far outwears the average. There are other grades at lower prices—in pure Japanese silk—in Gold-Ray, the new soft silk, and in luxuriant lisle, etc.

If you want ultra-style and extra weight be sure to request HOSE OF LUXITE by name at your favorite store. We ship direct, postpaid, if your dealer fails to supply you. Write for descriptive booklet.

**LUXITE TEXTILES, INCORPORATED, 521 Fowler Street, MILWAUKEE, WISCONSIN**  
New York Chicago San Francisco Liverpool

In answering advertisements please mention "Leslie's Weekly"



# A Great National Public Utility

## That Concerns All Merchants and All People

THE original Cash Register rang a bell, indicated and recorded the amount of the purchase. It benefited the merchant only.

In a third of a century this old model has developed into a Cash Register that directly benefits every man, woman and child who spends money in a store.

This new Cash Register equally concerns every merchant and clerk, every banker and wholesaler in this land.

*It furnishes every customer with a receipt or sales slip with printed figures of the amount paid or charged. This also tells in print who made the sale, and the date.*

*It prevents disputes over charges and bills paid.*

*It saves shoppers' time.*

*It gives the merchant all his profits. It gives him more money for his family.*

*It promotes more and quicker sales.*

*It protects each clerk against making errors and against the mistakes of others.*

*It rewards the diligent clerk by telling his employer which one is making the most sales.*

*It assures the banker additional security for the money he loans the merchant.*

*It gives the wholesaler additional assurance that the merchant will have money to pay his bills.*

*It will furnish the banker and the wholesaler mechanical evidence that the merchant's statement of sales is correct.*

**It is a business necessity.**

### MERCHANTS!!

*We have new 1916 models that give this perfect service.*

*Write us today or see our agent in your city and learn how you can secure one of these public service machines.*

*Liberal allowances will be made for old National Cash Registers that were good in their day, but do not so completely protect you or give the valuable service our 1916 models do.*

*Address Dept. R.*

**The National Cash Register Company**  
Dayton, Ohio

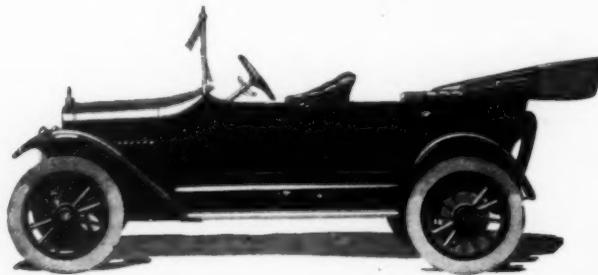


## Service

**S**ERVICE should be a big and vital-factor in every efficient institution. Yet the word is sometimes loosely used, not to describe a highly important department, nor to conceal it, but rather in place of it.

Maxwell service has a real and definite meaning. It starts with the car itself and it is perpetuated by a highly effective organization consisting of 16 complete service stations, 54 district branches and over 2,500 dealers and agents—all intent on giving surpassing service to every Maxwell owner.

Maxwell responsibility does not cease with the sale of the car, for Maxwell owners represent the good will of our company—their satisfaction is our biggest asset and their loyalty to our car and our company is paramount.



### One Chassis, Five Body Styles

Two-Passenger Roadster	\$635
Five-Passenger Touring Car	655
Touring Car (with All Weather Top)	710
Two-Passenger Cabriolet	865
Six-Passenger Town Car f. o. b. Detroit	915

Full equipment, including Electric Starter and Lights  
In Canada \$830, \$850, \$975, \$1150, \$1250. f. o. b. Windsor

# Maxwell

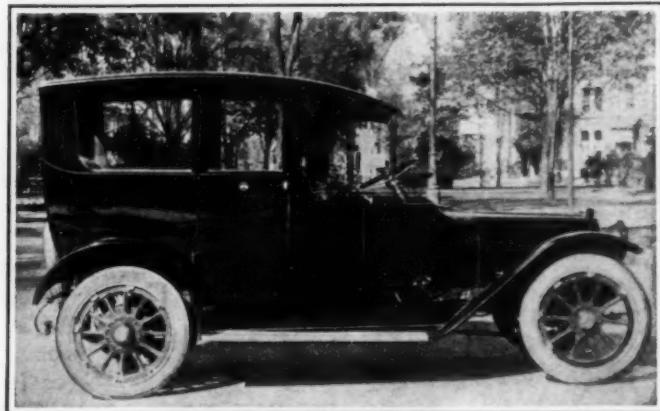
MOTOR COMPANY, DETROIT, MICHIGAN

## MOTORISTS' COLUMN

### MOTOR DEPARTMENT

CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



A NEW TYPE OF TAXICAB

The electric has entered the domain of the gasoline car and many electrically propelled taxicabs of the type shown above are in successful operation in Detroit. It is claimed that the cost of operation under certain conditions is less than that of the gasoline taxicab and that the initial cost is but little more. In every external appearance this new type of taxicab resembles closely the most luxurious gasoline-driven sedan or limousine.

### THE EFFECTS OF THE FUEL SITUATION

**G**ASOLINE has practically doubled in price since last summer, and there are many predictions that it will reach 40 cents per gallon before the end of this year.

This creates what, to some, seems to be a crisis in the automobile industry. It is pointed out that, with the cost for fuel double what was the case a year ago, cars will be used less by those who own them, fewer sales will be made to would-be owners, and consequently even the tire and accessory manufacturers will feel the effect severely. It has become well established that this increase in price is due to the law of supply and demand; the unusual amount of fuel required for the transportation of the armies at war in Europe and their equipment, the 33 1/3 per cent. increase in the demand in this country of motor vehicles alone, and the unexpected decrease in the supply of many of the local oil fields, together with the cessation in the development of the Russian and Mexican fields, have all contributed to a serious shortage.

But, whatever the cause for this unprecedented rise in price, the outlook is not as dark for the automobile owner—present or prospective—or for the automobile manufacturer, as many would have us believe. To be sure, a hundred per cent. increase in the price of fuel doubles the yearly expenditure for gasoline. With some cars this would represent the principal item of upkeep expense, but in the case of the \$3000 car, probably driven by a \$100-a-month chauffeur, stored in a \$30-a-month garage, and equipped with \$50-a-piece tires, this added cost of fuel would seem comparatively small. Even in the case of the owner of a \$1000 or \$1500 car, capable of averaging 15 miles to the gallon, the total year's cost of this doubled price of gasoline would represent only a \$50 added expenditure on the basis of a 6000-mile annual speedometer reading.

But this increase in the cost of fuel has furnished an incentive to designers and manufacturers to produce the economical

car. Never before could salesmen use "economy of gasoline consumption," "efficiency of motor power," and "minimum friction loss" with such telling effect. The manufacturer of the medium-priced car has seen the advantage of devoting his design, not solely to the production of power, but to power coupled with efficiency. Working with the motor car designers are the carburetor manufacturers, whose efforts to obtain easily regulated power from the lower grade gasolines now on the market have met with great success. The 3000-pound cars, which, a few years ago, could average but eight or ten miles on a gallon of high-grade gasoline, can now travel from fourteen to twenty on the same amount of an inferior quality of fuel.

Efficiency in fuel consumption bespeaks efficiency in operation, efficiency in power delivered, efficiency in the design of every detail; it means the introduction of refinements, the necessity for which were never apparent to the automobile designer of a few years ago; it means a better all-around car.

Therefore, in a way, this unprecedented high price of fuel is operating to the direct benefit of the motor car purchaser of to-day and to-morrow. It has produced a new era in automobile design, and we find greater attention being paid to economy, which is the half-brother of efficiency, than ever before. Furthermore, these conditions in the fuel field have induced chemists and other scientists to devote their energies to the development either of a synthetic gasoline or of a substitute for this fuel. Already the proportion of gasoline which may be extracted from a given quantity of crude oil has been increased several fold, and experts believe that even now the end has not been reached. In a few years we will doubtless find on the market cars and fuel the combined cost of which will make the operating expenses of the \$1000 machine three years ago seem a lavish waste of money by comparison.

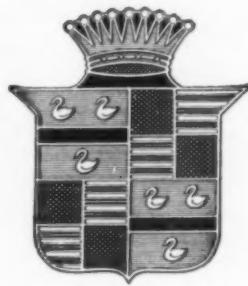
### DECREASE IN NECESSITY FOR VALVE GRINDING

B. T. C.: "A few years ago it seemed that every motorist expected to grind his valves at least every two or three thousand miles. To-day, automobile salesmen are telling us that once in from five to ten thousand miles is sufficient. In view of the reduction in quality of gasoline, I should think that valve grinding should be done more frequently than formerly."

The reason for the decreased necessity of valve grinding lies, not in the quality of fuel, but in the material of which the

valves are now constructed. The old type of valves used was susceptible to the excessive heat of the combustion of the charge and soon became pitted and warped. The slight pitting of the surface gave an opportunity for the formation of carbon particles and scale, and it was necessary to grind the valve and seat down to a smooth surface every thousand miles or so. To-day the

(Continued on page 363)



THE PRESTIGE OF A Motor Car no longer depends upon a mere name, surrounded by a fictitious atmosphere of aristocracy.

The only aristocracy in motor cars, now, is an aristocracy of merit.

It is true that the ownership of a Cadillac carries a distinct social value in every community.

But it is the *character of the car* which sheds lustre on the Cadillac name—not the name which confers lustre on the car.

Intent upon the more serious purpose of making the Cadillac as good as a motor car can be made, this Company has paid scant attention to any other aspect of the case.

Social distinction came to the Cadillac as an after-result. It was conferred by the owners themselves—as an appreciation of its more sterling qualities.

Each year the number of those amply able to pay more, but who prefer the Cadillac because of what the Cadillac is, has rapidly increased.

Each year the lure of a mere name has grown less.

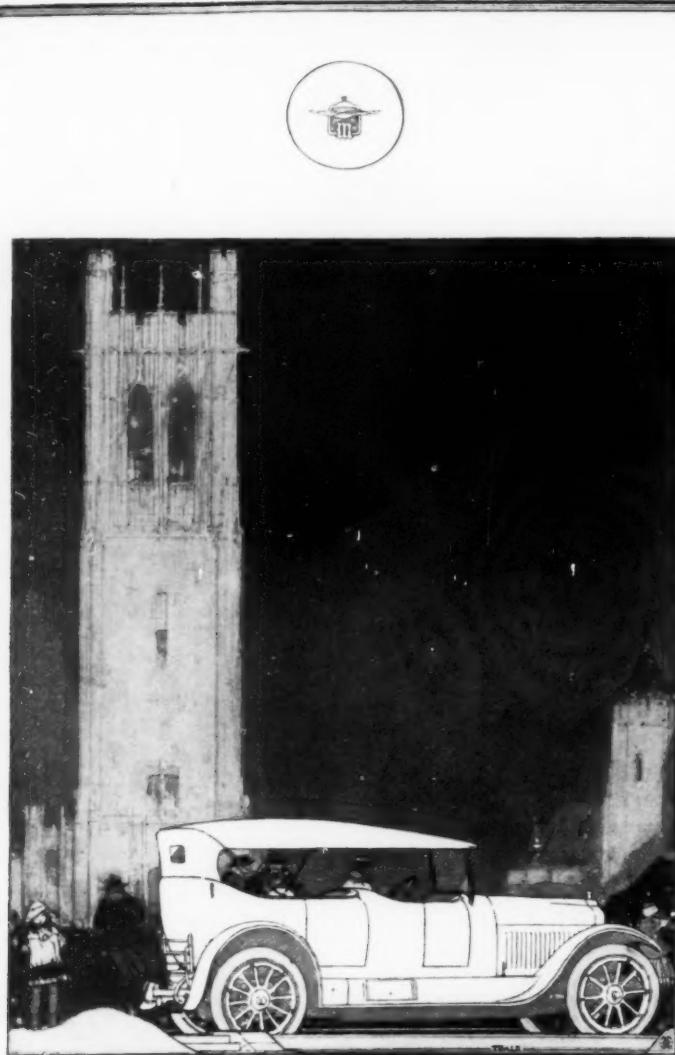
It is the age-old process at work.

Neither a man, nor a motor car, can live on a name alone.

The world demands deeds from the one, and performance from the other.

In the working-out of that process, the world has bestowed greater and greater distinction upon the Cadillac.





## White Custom Built

A high purchase price for a high quality car may give less bulk for the money, but it gives more satisfaction to the owner who appreciates a fine piece of mechanism and the lasting refinement of a custom-made body.

The price of White motor cars is stable, year after year, because their value is constant. There can be no reduction of the one without depreciation of the other. Neither the methods nor the results of quantity production apply in the manufacture of a White.

THE WHITE COMPANY  
CLEVELAND

## RIVERS OF ANGUISH

BY MARTIN MARSHALL



HOSPITAL TRAIN FOR WOUNDED ENEMY OFFICERS

The Germans have recently formed a special *seine* or organization to care for wounded enemy officers and one of its enterprises has been the building of a hospital train, which was equipped by the Medicinisches Waarenhaus, of Berlin, with the very latest surgical and medical equipment.

WHEN we read in the papers as we sit at our comfortable breakfast tables that the losses of the German army at Verdun are estimated (by the other side) at 200,000 men in the first fortnight of the fighting we can have no conception of the anguish and mutilation that such statements mean. Whatever the actual figures may be they are too large to grasp. About 25 per cent. of the total will be killed outright; their troubles are over, though the grief of their relatives and friends will add enough to the sum of the world's suffering. Of the remaining 75 per cent. some few will be prisoners of war, doomed to inactivity and safety until the war's end. The rest are the wounded. And on the other side the same classifications apply, except that the number of prisoners may be slightly larger in proportion to the total losses, since this usually holds good when defensive positions are overwhelmed.

From each side long trains roll back to the base hospitals, where the shattered humanity is sorted out, patched up, dressed as well as circumstances will permit and again piled into trains to be jolted along endless miles of rails to some hospital far removed from the war zone. Here the best skill that can be mustered will set to work to restore the maimed and broken soldiers into physically competent men.

### GERMAN HOSPITALS BEST

The Germans have, probably, the best hospital system of any of the belligerents. They were the best-organized at the beginning of the war, and German methodical habits and love of system go to make good hospital corps. Their hospital trains for carrying the wounded away from the front are marvels of perfection and the great military hospitals that have been organized in every important town and city are highly praised by foreigners who have seen them.

The German Red Cross claims that of all the wounded Germans less than three per cent. die. The death rate of the wounded prisoners is higher, not because they are less well cared for, but because only the more severely wounded are captured as a rule. Those slightly wounded make their way back to their own reserve lines and are cared for by their own hospital corps. Of the 97 per cent. of wounded Germans who recover about 14 per cent. are permanently disabled, through the loss of one or more limbs, or through blindness or loss of hearing or general debility. If these statements are correct, and there seems to be no ground for disputing them, the net loss to the German army would be a little over 41 per cent. of the reported casualties, plus the prisoners. Thus a total casualty list of 120,000 of which 20,000 were captured, would mean a permanent reduction in the strength of the army of 61,000. If this represents the maximum destructive capacity of man after months of superhuman labor in piling up death-dealing machines, humanity measures but a pygmy size in comparison with the forces of nature. Mt.

Pelee snuffed out 70,000 lives in Martinique in a minute or two.

Man, however, endeavors to repair the damage he does to human material, and vast numbers of men and women have devoted their lives to the succor of the wounded since the war began. In all France, Germany and Austria there is scarcely a city that has not one or more hospitals, and England is dotted with them. The wounded from the Mediterranean are sent to Malta, Egypt and Southern France.

The hospitals, as well as sanitary measures at the front, are under the direction of medical officers, all of whom are doctors, and it is to the credit of the profession that few complaints of discrimination against enemies among the wounded are made. One thing that most observers comment upon is the stolidity with which wounded men bear their pain. It is the exception to hear one cry out, no matter what his agony may be. Marvelous work is being done by surgeons in the large hospitals in restoring men to a condition of efficiency, and amputations are much less numerous than in former wars because surgeons have learned better how to save injured limbs. Trench fighting is responsible for an excessive number of head wounds. French surgeons are quoted as saying that the new metal helmets worn by the French troops are saving thousands of lives. They ward off entirely light fragments of shrapnel and spent bullets and reduce the force of heavier missiles so that wounds result instead of death. The French war department has issued over 4,000,000 of these helmets.

### MYRIADS MANGLED

Nevertheless the rivers of anguish flow steadily back from the battles; rivers of men, cut, torn, pierced, beaten, burned, suffocated; armless, legless, eyeless; men whose usefulness for the time is over, and who must be nursed, and patched and coaxed back upon their feet with endless expenditure of money and service and toil. And 75 or 80 out of every hundred will, sooner or later, go back and face the whole thing over again, and be again rent and torn and pierced and burned, while the air quivers and the earth is shaken and every beautiful and living thing is blotted out by the hail of shells.

France has inaugurated a system of honor marks which entitles the wounded soldier to a stripe on his sleeve for each wound. Already many of her veterans have earned so many stripes that no sleeve was ever made long enough to hold them all. We read of men who have suffered in one battle more than 20 separate and distinct wounds, and yet survived. Plenty of men have been wounded in three or more battles and are still in service.

Through years of peace well-meaning men labor to reduce the horrors of war. Some think it is best done by highly organized hospital systems; some by making rules for a game where nothing counts but success; some by developing new engines of destruction. But each succeeding war demonstrates anew that the horrors of war are irreducible. Yet with all its horrors war is still the thing in all the world that most fascinates virile men.

## BLUE STREAKS



In effect, the leading motorcycle manufacturers say to you:—"Goodyear Blue Streak is the best tire for you to use." Because every leading manufacturer specifies Blue Streaks as standard factory equipment.

**GOOD YEAR**  
Motorcycle Tires



**EXTRAORDINARY OFFER—30 days**  
trial on this finest of bicycles—the "Ranger." We will ship it to you on approval, freight prepaid, without a cent deposit in advance. This offer is absolutely genuine. **WRITE TODAY** for our big catalog showing all the latest models and prices. Girls and boys, men and women, boys and girls at prices never before equaled for like quality. It is a cyclopedia of bicycles, sundries and useful bicycle information. It's free. **TIRES, COASTER-BRAKE** rear wheel, inner tube, front wheel, front and rear fenders for bicycles at half usual prices. A limited number of second hand bicycles taken in trade will be closed out at once, at \$3 to \$8 each. **RIDER AGENTS** trained in each town to ride and exhibit sample 1916 model "Ranger" furnished free. **It Costs You Nothing** to learn what we offer you and how we can do it. You will be astonished and convinced. **Do not buy a bicycle, tire or sundries until you get our catalog and new special offers. Write today.** MEAD CYCLE CO., Dept. A-174 CHICAGO, ILL.

### TELL TOMORROW'S



White's Weather Prophet Weather forecasts the weather 8 to 24 hours in advance.

Not a toy but a scientifically constructed instrument working automatically. Handsome, reliable and everlasting.

#### An Ideal Present

Made doubly interesting by the little figures of Hansel and Gretel and the Witch, who come in to tell you what the weather will be.

Size 6 1/2 x 7 1/2; fully guaranteed. U. S. or Canada or foreign.

DAVID WHITE, Dept. 136, 419 E. Water St., Milwaukee, Wis.

**Garage \$69.50.**

10 x 12 feet "Steelcote" Edwards' ready-to-set garage. 90% complete. Factory price. Fireproof. Portable. Quickly set up. All styles and sizes of garages and portable buildings. Send post for illustrated catalog.

The Edwards Mfg. Co. 355-365 E. 35th Street, Cincinnati, O.

Print Your Own Cards, circulars, book, paper, from Large 16" Rotary 300 Savemoney. Print from your own manuscript. All easy, resealable. Write factory for catalog of presses, TYPE, cards, samples.

The Press Co. Meriden, Conn.

## MOTORISTS' COLUMN

(Continued from page 360)

majority of cars are provided with valves of a special, hard, heat-resisting alloy, which retains its smooth surface for thousands of miles and offers no unevenness for the formation of carbon scale.

### MIXING OILS OF DIFFERENT CONSISTENCIES

T. S. P.: "I find I have not used my car as much this winter as I expected to. Consequently I will have on hand a considerable amount of the lighter weight winter oil which will not be of sufficient body for warm weather running. This represents a considerable investment, and I would like to know if I can thicken this oil and make it suitable for summer use by adding to it the proper amount of the very heavy oil?"

If you add a high-grade oil of the same type and general physical properties as that which you have on hand, you will be able to change the consistency as desired. If your oil is of a good grade, however, you should not dilute it with any oil of an inferior quality.

### DECREASED ECONOMY IN WINTER

A. N. B.: "What is the average decrease in efficiency of a motor car in winter as compared with summer use?"

If you mean the decrease in mileage traveled on a gallon of gasoline, you will find that this depends much upon local conditions. However, the cold air of winter is not conducive to rapid evaporation of the fuel, while the use of chains, and the usual "heavy" conditions of the road filled with ruts, mud and snow, greatly increase the resistance that must be overcome, and correspond to a continual pull up a slight grade. Warm weather and smooth road surfaces furnish the ideal conditions for gasoline economy.

### EFFECT OF WATER IN CYLINDER

P. M. E.: "After overhauling my motor recently I have encountered difficulty in starting when it has been at rest for some time. An examination of the spark plug shows that a drop of water has lodged between the point of each. Of course this short-circuits the plug, but there seems to be no water in the cylinder, and as my motor is not of the detachable head type, I am sure there can be no gasket trouble."

If your carburetor is water jacketed, it is quite probable that there is a leak at the flange where the carburetor joins the intake pipe. A few drops of water leaking through the gasket into the carburetor will be distributed to the cylinders in the form of a fine spray, which will lodge on projections such as spark plug points, and this will short-circuit your ignition. It is probable that this is the source of your difficulty.

### LUBRICATING THE SPEEDOMETER

W. N. P.: "I have a faint recollection that the card of instructions attached to the speedometer of my car emphasized the fact that no oil should be added to the instrument. Is there no part of the speedometer that requires attention at the end of several thousand miles of use?"

No portion of the speedometer instrument itself, commonly known as the head, should be changed or adjusted by the owner. The only part of the speedometer outfit requiring lubrication is the shaft or revolving cable which communicates the motion from the front wheel to the speedometer itself. This cable should be removed and covered with a light-bodied graphite grease at the end of each five or six thousand miles, or a special preparation may be melted and poured into the tube in which the cable runs.

### TRACTORS AND TIRE WEAR

M. D. B.: "I understand that the principal objection to overloading a truck lies in the excessive wear of the tires. Will this same wear be apparent if a truck is loaded, say, to its normal capacity and tows a trailer carrying an equal load?"

The wear on the tires in this case will not be as great as though the double load were carried on the four wheels of the truck. The rear wheels, however, would be subjected to greater strain, due to the greater pull necessary at the point of contact with the road. There is a continual effort on the part of the rear wheels to twist the tire surface, and it is the resistance of the rubber to this action that enables the truck to move forward. The greater the resistance to the movement of the truck, the more severe will be this pull at the tread, and consequently the greater will be the wear on the tire.

In answering advertisements please mention "Leslie's Weekly"



Boston Herald, February 14

### "AUTOMATIC FIREMEN"

On the South Boston waterfront, in a hazardous district, rises a wagon factory. It has three stories; it stretches 100 feet each way; it is stuffed with stock, paints and finished products. The building is all of wood; the floors are oily; the spaces favor a swift spread of fire sidewise and upward. One night last week a fire that must have been smoldering for hours flamed out from the walls and ceiling of a boiler room at the center of the lower story. The blaze, true to habit, crept across the ceiling timbers till it found a way up through crevices into the story above. Could a dangerous fire have been started? Three o'clock in the morning—the flames attacking the centres of both lower floors—no watchman—no neighbors. But see what happened.

No sooner had the fire kindled than it gave notice of itself on a clangor that startled sleepers three blocks away and brought an officer on the run. Seeing smoke at the windows, he pulled the nearest signal box. Meantime the heat of the fire on the lower floor melted into action ten heads of an automatic sprinkling system. Where the flames had entered the second story and were climbing the woodwork toward the third, they opened the sprinkler head just above them. A few minutes later the firemen broke into the building; but instead of a blazing furnace they found a scattered flicker, much smoke and steam, and some charred timbering already drenched with water.

Do you recall the fire in a similar factory on Chestnut Street? The outer walls were of brick; there was a thick midwall with fire-doors. The blaze started in the forenoon, when sixty workmen were at hand to quench it. The flames were fought with all the apparatus that answers four alarms. Yet the building was a loss, so swift and so complete that the city council asked reports that might explain why sprinklers had not been installed.

It pays the owner of a serious fire hazard to install a sprinkling system.

From the  
"Boston  
Herald"  
Feb. 14  
Read it!

Yes—  
it pays in cold cash too!

The Boston editor missed one big point in the above story. The man whose business was disrupted and demoralized had for years been paying out money for insurance which should have been buying him a Grinnell Automatic Sprinkler System to save his factory in the hour of need. In reality he paid for the Grinnell System that would have saved his plant, but he never got it.

The best insurance companies would have insured him at rates 40% to 90% lower if he had had

Grinnell Sprinkler protection. He would have installed this protection if he had known what Fate had in store for him. How do you know what Fate has in store for you?

Send us the approximate area of your building, the rate you are paying for insurance and the amount you carry. We can tell you at once whether it will pay you to have Grinnell Sprinklers.

Address: General Fire Extinguisher Company, 278 West Exchange St., Providence, R. I.

**GRINNELL**  
AUTOMATIC SPRINKLER SYSTEM



# PAIGE

*The Standard of Value and Quality*

WHEREVER you find a Paige car, you will find a proud contented owner. And wherever you find Paige owners you will find people of good taste and unerring judgment—men and women who can readily afford the better things of life, but insist upon an adequate return for every dollar invested.

After all is said and done, no amount of money can buy more than complete satisfaction.

The Paige "Six-46" accommodates seven full grown passengers in luxurious comfort.

In beauty of line and design, it ranks with the finest cars produced by the European makers.

So far as mechanical features are concerned, you have only to glance at the record of this car for the past twelve months.

Without hesitation, we affirm that no more efficient six cylinder power plant has ever been produced.

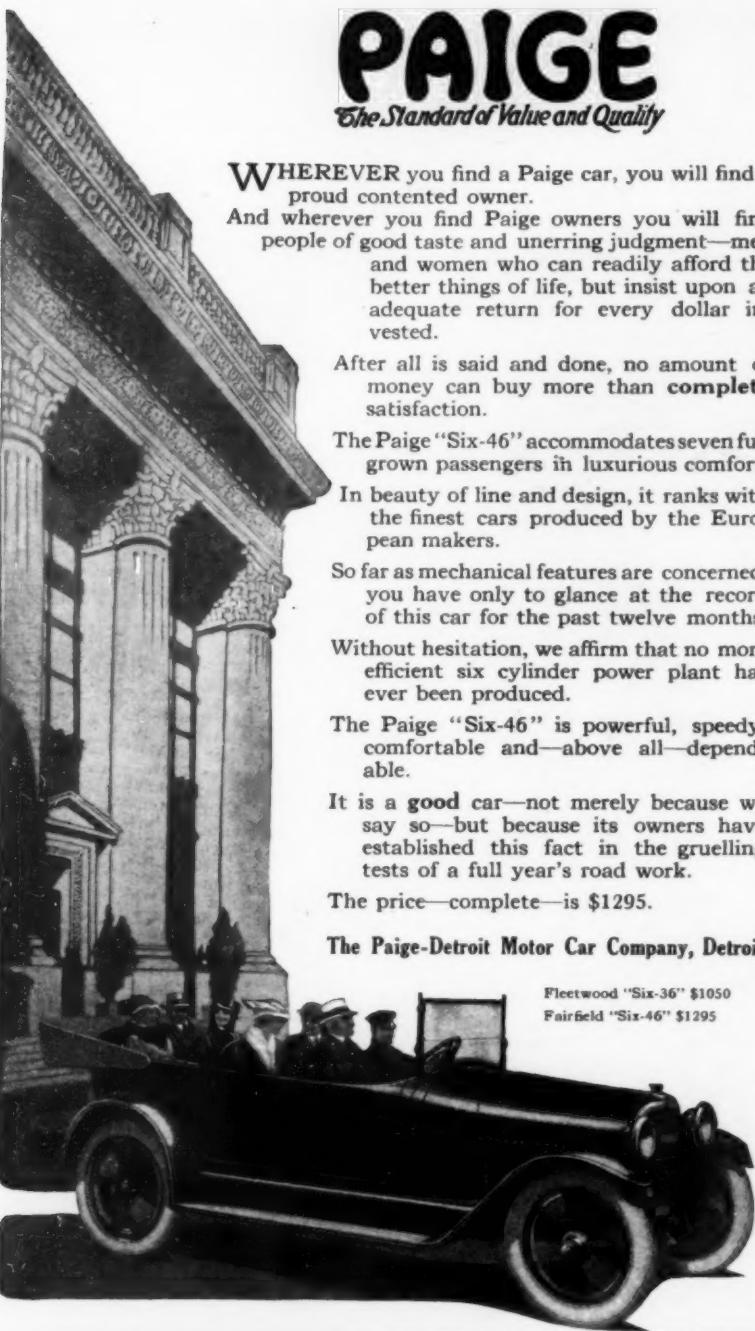
The Paige "Six-46" is powerful, speedy, comfortable and—above all—dependable.

It is a good car—not merely because we say so—but because its owners have established this fact in the gruelling tests of a full year's road work.

The price—complete—is \$1295.

**The Paige-Detroit Motor Car Company, Detroit**

Fleetwood "Six-36" \$1050  
Fairfield "Six-46" \$1295



## 10,000 Miles Guarantee on Brixtson Tires

A specific 10,000 miles written guarantee on every Brixtson Tire. Tire economy and protection against punctures, blowouts and rim cuts. Brixtson Tires are rot, oil and gasoline proof and wonderfully resilient and easy riding.

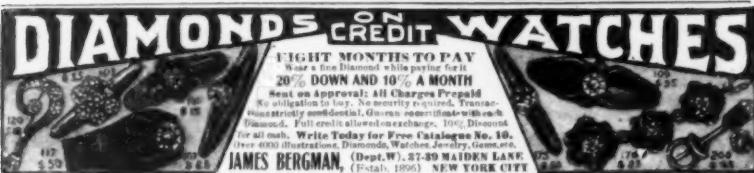
### TRY BRIXTSON TIRES AT OUR EXPENSE

Find out at our risk the wonderful economy and protection of Brixtson Tires. Don't pay unless satisfied. Write today for details of Free Trial Plan.

THE BRIXTSON MFG. CO.  
29-36 Brixtson Bldg. Brookings, S.D.

## COLDS are Dangerous

Taken in time, Brown's Bronchial Troches, relieve coughs, throat irritation and hoarseness, and keep them from becoming chronic. See your druggist for the new 10c Trial Size Box or send direct to John L. Brown & Son, Dept. 96, Boston, Mass.



In answering advertisements please mention "Leslie's Weekly"

## LESLIE'S EXPORT PROMOTION BUREAU

EDITED BY W. E. AUGHINBAUGH



DIPPING CATTLE ON AN ARGENTINE RANCH  
The long vat is filled with a chemical preparation to eradicate rinderpest and the Texas tick, both serious pests in South America.

I HAVE had, of late, many inquiries regarding stock raising and the opening of slaughter houses in Latin-America. Latin-Americans are the greatest meat eaters in the world. The poorest families have meat daily and I have attended many banquets in which meat in some form was found in each course up to the dessert.

Throughout all those countries are large cattle ranges. Little attention is paid to breeding, with the result that the cattle run mostly to horn, hide and hoof. By properly crossing and developing the stock wonderful results could be obtained. Some of the leading ranchmen of Uruguay, Paraguay, Chile and the Argentine have recently begun importation of blooded stock from America and Europe, to better their herds. In other countries of Central and South America only sporadic attempts have been made to raise stock standards.

While there is ample fodder and water at all seasons of the year, the cows there do not give rich milk and as a consequence butter making on an extensive scale is carried on only in Uruguay, Chile and the Argentine. Cheese is also being manufactured in the latter countries. To northern and central Latin-America, butter and cheese come chiefly from Denmark, Norway and Sweden.

### A NEGLECTED INDUSTRY

Hides are cured in the sun by stretching them on crude wooden frames, after which they are exported, the United States taking the greater part of the output. There are but few tanneries, yet nowhere in the world are the natural resources necessary for this purpose to be found in such profusion. In the forests is an abundance of quebracho or other woods rich in tannin or tannic acid. There is an inexhaustible supply of dye woods equally convenient. It would therefore seem that leather might be tanned and dyed in the country of its origin.

With the exception of the large abattoirs built and owned by Americans, Germans and English in Uruguay, Argentina and Brazil, the slaughter houses waste the by-products. Cattle of all kinds are slaughtered in the late afternoon and sold the next morning, and are not cut up into roasts, chops and steaks except in the modern slaughter houses before mentioned. The choice piece of beef, according to Latin-American standards, is the "lomo" or tenderloin. After the lomo is removed the beef is hung up and chunks of meat cut therefrom as the fancy of the butcher may suggest. Meats are not generally refrigerated. In many countries sheep are quartered and thus sold. Frequently the butcher works

off goat meat on the unsuspecting customer. In most of the countries the government fixes the prices of various meats for the day or for the week.

### COUNTRIES WITHOUT SHEEP

Sheep do not thrive in Central America, Venezuela, Colombia, Ecuador, Brazil or the West Indies. In Peru, Bolivia, Chile, Uruguay, Paraguay and the Argentine, however, large flocks are to be encountered and exportation of wool is one of the big industries of these lands. There are, besides natives, many Scotch and English in this business.

Goats thrive throughout Latin-America and more especially in the warm countries. The withered vegetation of summer seems as nourishing to them as succulent grass. Indeed I have seen them thrive in deserts on which the only growing things were cacti. They are raised chiefly for their skins which are exported to the United States almost exclusively. A native cheese is made by the Indian goat herders and is much in demand by all classes of natives.

Hogs thrive in Peru, Chile, Uruguay and the Argentine and pork is deemed a luxury, but is grown exclusively for home consumption. In other countries the pig is not given much attention.

As is well known, the packing houses and cold storage plants of the Argentine, Uruguay, Brazil and the few in Paraguay are the last word in perfection. From these sources of supply most of Europe and some of our larger cities have been receiving much of their meats. Many vain efforts have been made to establish abattoirs in other countries of Latin-America. As soon as their prosperity seemed assured the authorities, through excessive taxes, forced them to close. The ones in Puerto Cabello, Venezuela, erected by British capitalists, are an example of how Latin-American officials choke growing industries. Rather than longer submit to exorbitant demands made by scheming officials they closed their doors.

Colombia is to-day making a bid for the establishment of packing houses, but I could not advise anyone to consider investing money in such a venture. All of the West Indies are dependent for their supply of fresh meats on Colombia, Venezuela, Santo Domingo and Nicaragua. Many cattle are yearly shipped from these countries to both Cuba and Porto Rico to be fattened and then re-shipped to the nearby islands. Santo Domingo and Nicaragua are under the control of the United States. In view of this one might make a success of raising cattle there for exportation to the adjoining territory.

In many homes throughout the land the first of the month has been transformed from a dreary bill-day to a cheerful

## Prudential Day

### The National Pay-day

All because the bread-winners in these homes had learned about and realized the value of Monthly Income Insurance. Have you?

Write Dept. 67

**THE PRUDENTIAL**  
Insurance Company of America



Incorporated under the laws of  
the State of New Jersey  
FORREST F. DRYDEN, HOME OFFICE  
President, NEWARK, NEW JERSEY

## WATCHES On Credit



12 18  
or 18  
size

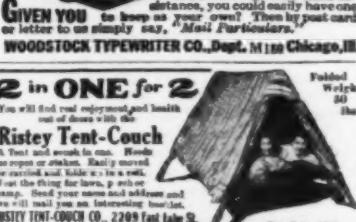
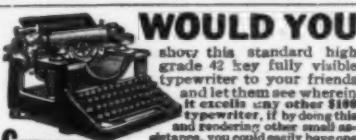
We'll send you on the easiest terms ever offered your choice of a \$30 factory-new 17-Jewel Illinois, Elgin or Waltham masterpiece, in a superfine 20-year gold-filled Case for only \$3.50 down and \$2.50 a month for 7 months. You save \$10. Write now for your choice of these fine watches for Free Inspection before you pay a penny. Satisfaction or money back.

SUTTON WATCH CO., 118 Keller Bldg., Louisville, Ky.

## Earn \$3000 to \$10000 Annually BECOME AN EXPERT ACCOUNTANT

Unlimited opportunity—500,000 firms need experts. Only 2,000 Certified Public Accountants in U. S. We train you quickly by mail or in our office. No expense required. No examinations. No previous positions. Knowledge of bookkeeping unnecessary to begin—we prepare you from scratch. Courses personally supervised by Wm. D. Sutton, C. P. A., of the Illinois Society of Accountants of Illinois in Accounting) and large staff of experts. Low tuition for easy terms. Write now for free book of Accounting facts.

LaSalle Extension University, Dept. 351-HA, Chicago, Ill.



RISTEY TENT-COUCH CO., 2209 East Lake St., Minneapolis, Minn.

## AGENTS A Big Seller

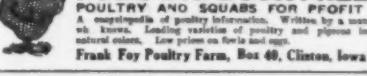
Screen Door CHECK

Splendid summer seller. Ships free. Every sale a big profit. Big demand. A sale in every home. Dozen can be carried in pocket. Demonstrating sample free to workers.

THOMAS MFG. CO., 4414 East St., DAYTON, OHIO

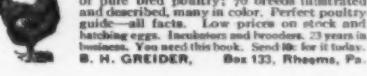


Our new book for 1916 tells about our breeding varieties of land and water fowl, also incubators, brooders and squabs. High quality at low prices. 35¢ year. 96 page catalog FREE. H. M. Jones Co., Box 157, Des Moines, Ia.



A compendium of poultry information. Written by a man who knows. Leading varieties of poultry and pigeons in natural colors. Low prices on stocks and eggs.

Frank Foy Poultry Farm, Box 40, Clinton, Iowa



## FEEDING THE ARMIES OF FRANCE

(Continued from page 349)

They tell us that the aeroplane and the motor transport have revolutionized war, but from the soldier's standpoint the *cuisine roulant* has done more revolutionizing than any other factor. It is the field kitchen on wheels, or to translate literally the "rolling kitchen."

At the beginning of the war the whole German army was equipped with field kitchens, which in no small degree accounted for its ability to make its long, fast marches. The French had only a few of the kitchens, and practically all of the regiments had to do their own cooking. On the march each man carried a *marmite* strapped to his knapsack. It was a prehistoric method, very wasteful of food, wood and labor. One man out of every ten was detached for cooking service. With the rolling kitchen three men can cook for 200. And hot soup and hot coffee at the end of a march—well, you cannot realize what it means to a man. The French army is well fed.

But however well fed soldiers may be in the field, a meal in civil life has charms beyond compare. I shall never forget the Fourth of July of last year. We had never had an hour's real holiday in ten months. As a surprise the American newspaper men in Paris petitioned the Minister of War to give all the Americans in the Legion a 48-hour permission in Paris to celebrate Independence Day with the American colony there, and for a wonder it was granted. Can you imagine it? Being taken off guard in the rottenest sector of trenches on the whole front at three o'clock, and the following evening sitting down to the Chamber of Commerce banquet in the Palais d'Orsay where the wine was served out of five kinds of dusty bottles and everything else was in proportion?

## NEW YORK'S GOOD SHOWS

### ATTRACTIOMS TO WHICH YOU MAY SAFELY TAKE YOUR WIFE OR SISTER

Astor	The Cohan Revue	Giant cast in year's premier revue.
Belasco	The Boomerang	Comedy. Notably good company.
Candler	The House of Glam	Forceful, melodramatic crook play.
Casino	The Blue Paradise	Tuneful Viennese operetta.
Cohan's	Pom-Pom	Miltie Hajos in bright musical comedy.
Comedy	The Fear Market	Methods of refined blackmailers well produced.
Cork	Pay-Day	Laughable travesty on "the movies."
Eltinge	Fair and Warmer	A laugh from beginning to end.
Fulton	The Melody of Youth	Charming Irish comedy with excellent characterizations.
Gaiety	Erstwhile Susan	Mrs. Flake in delightful American comedy.
Globe	Stop Look! Listen!	Gaby Deslys as the center of a musical extravaganza.
Harris	Hit-the-Trail Holliday	One of the season's comedy successes.
Hippodrome	Hip-Hip-Hooray!	Great variety show in the world.
Hudson	The Cinderella Man	Charming little play of Let's-Pretend Land.
Irving Place	German stock	Company.
Knickor	High class motion pictures	
Liberty	Sybille	Sanderson-Brian-Cawthon in musical comedy.
Longacre	The Great Lover	Leo Drittchein in successful comedy.
Lyceum	The Heart of Wetzon	Bela's-ized melodrama excellently played.
Lyric	Potash and Perlmuter in Society	Laughable sequel to "Abe & Mawrums."
Maxine Elliott's	The Pride of Race	Robert Hilliard in sensational but strong drama.
New Amsterdam	Margare Schiller	Elsie Ferguson in war-time play by Hall Caine.
Palace	First-class variety	Grace George and splendid company in Shavian repertoire.
Playhouse		Scintillating musical comedy.
Princess	Very Good Eddie	Magnificent production of Stevenson's novel.
Punch & Judy	Treasure Island	Jane Cowl and John Mason in Harvard prize play.
Republic	Common Clay	
Vitagraph	Katinka	New Musical play by the composers of "High Jinks."
42nd Street		Temper drama of life in the abstract.
45th Street	Just a Woman	

In answering advertisements please mention "Leslie's Weekly"

# Quality

Marathon Tires are built to meet the demand for Quality—not the competition of price.

They appeal to that growing class of motorists who realize the economy of paying just a little more in order to get something a great deal better.

Made in all types and sizes, in either the Regular Fabric Body or the Elastic Whip-Cord. Both styles are definitely guaranteed 5,000 miles.

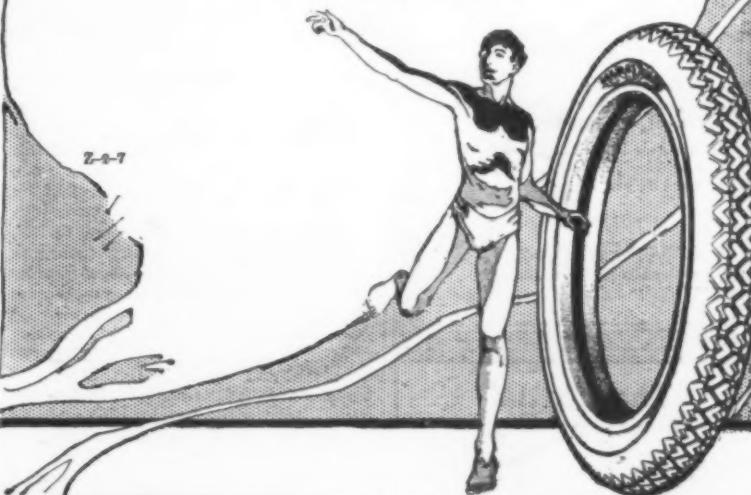
The Regular Fabric tire is equipped with a Snow-White Tread, and the Elastic Whip-Cord with the aristocratic Black Tread.

Marathon Extra-Heavy Red Tubes and Accessories are carried by all Marathon Dealers.

**THE MARATHON TIRE & RUBBER CO.**

CUYAHOGA FALLS, OHIO.

Canadian Plant, St. Catharines, Ont.



are used by many of America's largest card users because of the skill and care exercised in making the Wiggins plate. This clientele realizes that there is far more to the card question than merely buying a card from a dealer. Many at the time of purchase of specimens, scratch the card edges and the protection afforded by their being enclosed in convenient book form style.

Engravers The John B. Wiggins Company

Plata Makers Established 1857

Die Embossers 90-92 East Adams St., CHICAGO



LE PAGE'S GLUE 10¢

WILL MEND THAT VASE

PATENT YOUR IDEAS  
\$9.00 offered for certain inventions. Books "How to Obtain a Patent" and "What to Invent" sent free. Send rough sketch for free report as to patentability. Manufacturers constantly writing us for patents we have obtained. Patents advertised for sale at our expense.

CHANDLER & CHANDLER, Patent Attys  
Est. 25 Years, 1010 F. St., Washington, D. C.

Own Your Business—Make Two Profits

Be proprietor of big-paying Amusement Business, operating Ten Pinnet, "world's greatest bowling game." Also enjoy local salesman's commission. New, fascinating! Entirely automatic—no upkeep expense or pin boys—just someone to take in money. Everybody plays—men, women, children. Valuable premiums—we furnish coupons. Alleys 38 to 50 feet long. Installed in any room in half-day. Write today for catalog and agent's prices. See what you can make on small investment.

THE TEN-PINNET COMPANY, 36 Van Buren St., INDIANAPOLIS, IND.

## Facts

Investigations which invariably precede our purchase of a public utility issue:

- 1st—The preliminary office investigation.
- 2nd—The engineer's report.
- 3rd—The auditor's report.
- 4th—The attorney's report.
- 5th—The general analysis of all reports by our own experts.

Thus by exhaustive preliminary work we determine all essential facts, amply protecting our own funds as well as the funds of our clients.

*Send for Circular "L-39  
Investigated Bonds."*

### N. W. Halsey & Co.

New York Philadelphia Chicago San Francisco  
Boston Detroit St. Louis Baltimore

## SAFETY

the first requirement of every  
true investor, and a net income  
of

5½%—6%

are afforded by the First Mortgage  
Serial Bonds we offer you. Denomina-  
tions \$1,000, \$500 and \$100.

No investor has ever suffered loss on  
any security purchased of this House,  
founded 34 years ago.

*Write for Circular No. C-602*

**S. W. STRAUS & CO.**  
INCORPORATED  
MORTGAGE & BOND BANKERS  
STRAUS BUILDING CHICAGO  
SHAW HERRINGE MINNEAPOLIS  
NEW YORK

## The Partial Payment Way

Both those who are and those who, so far,  
are not familiar with the Partial Payment Plan  
will be interested in learning how this conven-  
ient method of acquiring securities can be used  
to compound investments.

Compounding investments in this way over  
a series of years can rapidly build up a  
considerable fund in your endeavor to win  
financial independence.

*Send for Booklet 4B  
"Getting on in the World."*

**John Muir & Co.**  
SPECIALISTS IN  
Odd Lots  
Members New York Stock Exchange  
MAIN OFFICE, 61 BROADWAY, N.Y.

## ODD LOTS INSTALMENT INVESTMENT

The bonds or stocks which you hold may be  
sold by us without the loss of a dollar to customers  
and the cash realized on them be at once  
available without the delays and formalities necessary  
in selling shares in a loan association or  
in borrowing on an insurance policy.

*Write for our Booklet No. 2 "Instalment Investment."*

### TEFFT & CO.

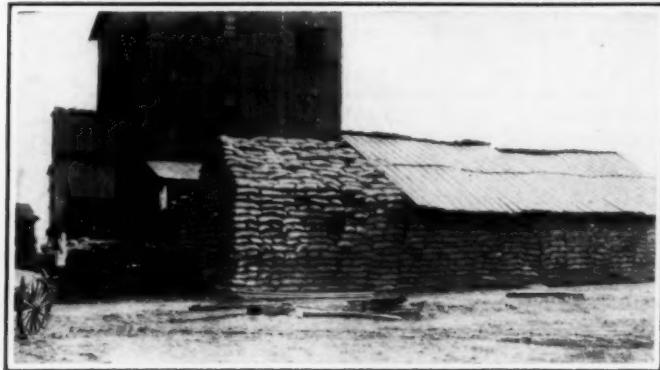
Members New York Stock Exchange  
Nassau St. New York City

**\$70,000,000 of the Bonds of  
Our Country**

*Sold by Us Without the Loss of a Dollar to Customers*  
Government, State, City, and County Treasurers  
accept this class of Bonds to protect Public Funds.  
Put Your Savings in the safest of investments.  
Yield 4 to 6%. Free from income tax. Write  
for Booklet E, "Bonds of Our Country"—FREE.

New First Nat'l Bank, Dept. 5, Columbus, O.

## JASPER'S HINTS TO MONEY-MAKERS



WHERE PROSPERITY OVERFLOWED

Since the completion of drainage projects in Mississippi County, Mo., the crops have been so large that the elevators could not take care of them. The picture shows 65,000 bushels of shelled corn piled on the ground outside of the Charleston Milling Company's elevator, with 40,000 bushels in the elevator. There were 35,000 bushels more on the road from the farms. Mississippi County produced more than 2,000,000 bushels of corn in 1915, with about the same quantity of wheat, besides thousands of bushels of cowpeas and oats.

**NOTICE.**—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as the "Preferred List," entitled to receive the early delivery of their papers and to answers in this column to inquiries on financial questions having relevance to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A small postage stamp should always be enclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

**M**ONEY makes money. It is said that the hardest thing for anyone who seeks to found a fortune is the accumulation of his first one thousand dollars, for by the habit of thrift established in the making of this amount and setting it aside safely one acquires the saving habit or instinct on which the foundations of most fortunes rest.

Prosperity is always evidenced by the number of new enterprises that come into existence, or the combinations of smaller into larger business undertakings. We are witnessing these now and those who are promoting the new enterprises involving the use of large amounts of capital are reaping a due reward. But as always happens while "good things are being passed around," the small investor also finds an opportunity to make a profit.

With between eighty and ninety railways in the hands of receivers and with a large number of industrial corporations just emerging from bankruptcy, we are entering upon a period of reorganization. The water is being squeezed out of overloaded corporations, including several railways; their fixed charges are being decreased and they are being put in trim for business efficiency.

With an assurance of prosperity the shares of reorganized companies, if patiently held, usually reward the holders. Some of my readers can go back to 1893 and 1894, when a great proportion of the railroads in the United States went through the throes of reorganization, including some whose securities are now regarded almost as gilt-edged, including Union Pacific, Atchison, Reading and Northern Pacific. Those who paid their assessments on these properties and accepted the terms of the reorganization, including new stocks or bonds that were given in return for the assessment, realized a very handsome profit.

Of course these roads were worth saving. They had a good foundation, they were not harassed or handicapped by over-regulation and they fell into the hands of capable managers. Now that the trend of the times is more favorable to the railways many believe that some of the large systems just reorganized, or being put through the process, will emerge into daylight in due season.

For this reason those who like to speculate, who have confidence in their judgment,

(Continued on page 367)



## For Business Men and Women

You men and women to whom the accumulation of funds and their later safe investment is a vital problem, can do no better than to learn why the great insurance companies invest millions of dollars in Farm Mortgages.

Twelve life insurance companies alone have over \$500,000,000 invested in Farm Mortgages. These companies believe in Farm Mortgages. And their investments are always safe—always satisfactory. In making your own investments, follow the example of these expert investors. Put your money where it will enjoy the very utmost in safety—put it where it will earn you six per cent—put it into our Farm Mortgages.

## Why Farm Mortgages?

The security behind a carefully selected Farm Mortgage is tangible, enduring and permanent. Through times of war or peace—industrial depressions, stock market manipulations, strikes and political upheavals, the value of the security—land—steadily increases. Government figures show that farm properties have increased in value during the last decade 110 per cent. This means that the security behind the billions of dollars' worth of Farm Mortgages is getting stronger every day. Yet we never loan over fifty per cent of the value of the land, exclusive of improvements, thus maintaining a margin of safety that cannot be affected.

During the last fifteen years our clients, which include large insurance companies and estates, have purchased from us over \$29,000,000 worth of Farm Mortgages without the loss to them of a dollar in principal or interest.

Every Farm Mortgage offered by us is secured by a well located improved farm, situated in the backbone of agricultural America—Missouri, Illinois, Arkansas and Texas.

The American Trust Company has a capital of \$1,000,000 and assets of over \$7,000,000. It is subject to inspection and examination by the St. Louis Clearing House Association and the State Bank Examiners.

## May We Send You This?

Our latest book "Farm Mortgages" is of interest to every investor seeking safety with six per cent. If you have \$100, \$500 or \$50,000 to invest—now or later—write for this instructive book. We shall be glad to send you a copy with our compliments. Ask for book No. 108

### Investment Department

**American Trust Company**  
Saint Louis, Missouri



## Safety for Money

The money you save should be protected in the highest possible degree when placed at interest. Real Estate is the foundation of all investment safety and there is nothing more desirable as an investment than a security founded on Real Estate.

The 6% Secured Certificates which we offer for sale in denominations of \$100 and upwards are protected by considerably more than their face value of high grade Real Estate.

Send us your name and address for full detailed information.

**SALT LAKE SECURITY & TRUST COMPANY**  
SALT LAKE CITY, UTAH

A suggestion for making savings provide

## A Better Income

The present market for high grade securities has made it extremely difficult for investors of moderate means to purchase sound bonds on anything like an attractive basis. For that reason we believe we can meet a real demand among investors by offering on a basis to yield 6.54% the \$100 denomination bonds described in our Circular No. L-14. This circular we will send on request.

**Keane, Zayas & Potts**  
Members New York Stock Exchange  
15 Broad Street, New York

## 6% Tax Exempt Bonds

### TANK-SHIP BUILDING CORPORATION

(Incorporated under the laws of the State of New York.)

**TAX EXEMPT IN STATE OF NEW YORK.**

**TRUSTEE—Guaranty Trust Company of New York.**

Interest payable 1st January and 1st July.

The bonds will be a first mortgage upon the company's shipbuilding plant, situated at Newburgh, N. Y., on the Hudson River.

**Earnings based on closed contracts more than six times annual interest requirements or equal to about 20% on capital stock after meeting interest requirements.**

Payment of principal and interest of these bonds is conditionally guaranteed by endorsement on each bond by a large Corporation, which has no bonded indebtedness and free assets in excess of three times the amount of these bonds and a ten (10) year record of earnings more than sufficient to take care of interest and sinking fund requirements of this issue.

We strongly recommend this bond to investors.

Price par, with accrued interest carrying stock bond 25 cent.

*Descriptive Circular 30 on Request*

**A. H. Martens & Company**  
61 Broadway, New York, N. Y.

Chicago Philadelphia

## SOUND FIRST MORTGAGES

The demand in unsettled times for good first mortgages indicates their unusual stability.

First mortgages do not shrink in value—they are usually on property worth three times the money loaned. We have loans over \$1,000,000 and not a single one has ever been foreclosed. We have a complete booklet describing methods, and lists of loans from \$200 to \$10,000.

**Aurelius-Swanson Co.**

26 State Nat. Bank Bldg., Oklahoma City, Okla.

## JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 366)

advances or declines occur. 3. American Linseed, common and preferred, Republic Iron & Steel common, Maxwell common and Crucible common pay no dividends and are long-pull speculations. Maxwell first preferred, Crucible preferred, R. I. & S. preferred are 7 per cent. stocks and yield good returns on market prices. Central Leather common pays 4 per cent. and the preferred 7 per cent. The company's earnings are said to be increasing. In the present temper of the market it is better to buy stocks with a view to their investment quality rather than their speculative possibilities.

H., Niagara Falls, N. Y.: Mirror Films is a new organization in a highly competitive field and as it has not as yet demonstrated earning capacity, its stock is only speculative.

D., Yorklyn, Del.: No dividend has been declared on International paper common since 1899 and only 2 per cent. is paid on preferred. The common is extremely speculative.

B., Chicago, Ill.: The Grand Trunk guarantees interest, but not principal of the Central Vermont Railroad first 4's. Central Vermont is barely earning fixed charges and the bonds which became due in 1920 are not a very good speculation.

F., Norwich, Conn.: International Petroleum has had a substantial advance and is paying no dividend, but is regarded as a promising speculation. The other three stocks you mention are all attractive and on the basis of their income yield I would put them in this order: American Tel. & Tel., Lehigh Valley and Penn. R. R.

B., Lawrenceville, Ill.: The St. Louis and San Francisco Railroad reorganization plan was rejected by the Public Service Commission of Missouri in which State the company was incorporated. This plan had been approved by the stockholders and bondholders committees. But the plan is still being advertised and it may go through.

S., Laurel, Del.: Maxwell 2nd prfd. is not a "good investment," but still a speculation. The company made a good showing in 1916. It paid 7 per cent. on prfd. and arranged for payment of over 14 per cent. arrears on prfd. Its earnings indicate ability to pay 6 per cent. dividends on the 2nd prfd., were it not conserving resources.

P. S., Spencer, N. C.: 1. Any of the leading dividend paying railroad stocks, such as U.P., N.Y.C., Penn. So. Pac., and Atchison, bought on reactions promise profit. 2. A good peach crop would undoubtedly be helpful to So. R. R., but revenue from that source is hardly likely to make the stock take a "big jump."

P., Newcastle, Pa.: None but insiders know how much Alaska Gold Mines is now earning, but latest estimates are pretty low. Interborough Consolidated common is in no sense a "good investment," but a speculation. It is impossible to foretell whether or not it will reach \$25. It is paying no dividends and these appear to be remote.

S. M. C., Oneida, N. Y.: Kennecott has perhaps a greater future than Miami, Chino or Inspiration. It is paying nearly 8 per cent. on market price. Miami about 14, and Chino nearly 9. Inspiration is not a dividend payer. The immediate return from Miami and Chino is greater than from Kennecott, and both are well regarded mining propositions.

F., Weatherly, Pa.: According to the reorganization plan of the Western Pacific Railway, old bondholders who wished to buy new bonds had to file their applications before February 15. Apparently it is too late to avail yourself of the privilege. The new bonds appear to be well secured. The stocks will be a long pull at the best. The roads' claims against the Denver & Rio Grande remain unsettled.

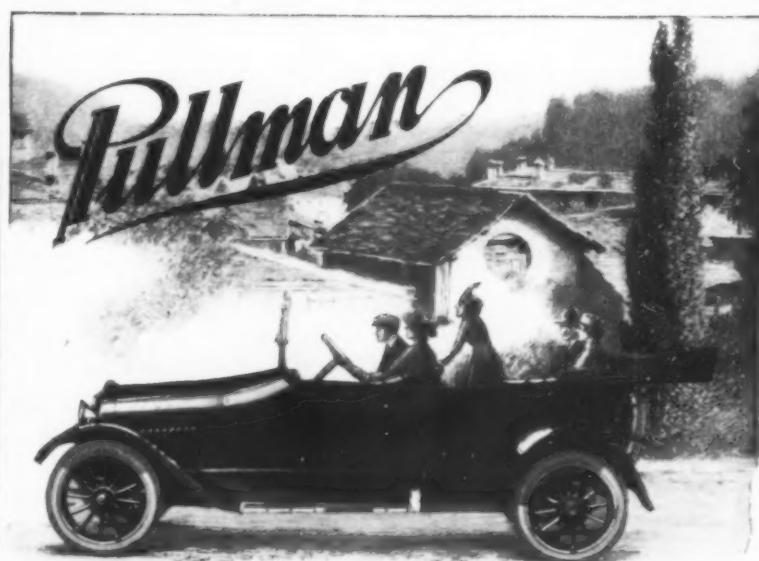
K., Phenix, R. I.: Anaconda, Ray and Nevada are among the better class of coppers. They have all had big advances, however, and shrewd holders of copper stocks have lately been selling and taking profits. On good reactions they would be fair purchases. Kansas City Southern common and Southern Railway common are long-pull speculations which largely depend on a boom in the market for any material advance.

P., Spreckles, Cal.: The 7 per cent. California Street Improvement Bonds are issued by cities and are a first lien on real estate said to be assessed for five to ten times the face value of the bonds. The high yield on these bonds is accounted for by the high interest rate in California. The legal rate there is 7 per cent. and any rate may be made by contract. These bonds are not so negotiable as stocks and bonds listed on the exchanges, but they are safe if those of a good city are chosen.

A. B., Cincinnati, O.: 1. You could, with reasonable safety, invest your \$50,000 partly in assumed dividend paying railroad stocks, such as Union Pacific, Southern Pac., N. Y. C., Lehigh, Penn., Norfolk & Western, B. & O. preferred, K. C. S. preferred and Atchison preferred; partly in good preferred industrials, such as U. S. Steel, U. S. Rubber first, American Coal Products, American Smelting, American Sugar, Bethlehem Steel, Central Leather, National Lead; and partly in good bonds, railroad, industrial, public utility, farm mortgage and first mortgage real estate, such as reputable brokers and bankers deal in. Most of the securities specified yield above 5 per cent. on market figures and you should be able to make a good selection from among them. 2. Interboro Rapid

(Continued on page 368)

In answering advertisements please mention "Leslie's Weekly"



## PRICE ROOMINESS DEPENDABILITY

# FIVE PASSENGER \$740

Pullman power of motor and smartness of line and appointment are known and recognizable features.

But do you know that the Pullman Five-Passenger Four is the roomiest car of its class—the most capacious motor under a thousand in price.

### C-H Magnetic Gear Shift

**\$110 extra**

Dealer Territory Open

*Write Dept. 31*

**SPECIFICATIONS:**—114-inch wheel base; 32-H. P. four-cylinder motor; Batavia non-skid tires on all four wheels; cantilever rear springs; Independent electric starting and lighting systems; Dixie high-tension magneto; honeycomb radiator; full floating rear axle.

**PULLMAN MOTOR CAR CO., YORK, PA.**

(Established 1893)



Does an audience force  
you out of your force  
and presence? When eyes are  
upon you, do all your ideas take  
flight and leave you stampeding and  
groping for words? Are you unable to do yourself justice  
because you suffer from timidity, awkwardness, lack of  
self-confidence, poor vocabulary, **ineffective speech?**

Write today and let us tell you without obligation  
how you can overcome this "stage fright" through  
our scientific course in

### Effective Public Speaking And Mental Development

You can learn to express your ideas forcefully  
and convincingly—you can acquire a clear, natural, easy, easy to remember—improve your vocabulary, train  
your memory—converse effectively—be thoroughly at  
ease in any situation and before any audience.

You can get this training **by mail, at home in your spare time.** Under the personal direction of R. E. P. Kline, Dean of the Public Speaking Department, Columbia College of Education, you can learn the principles and methods of public speaking and mental development.

### Special Offer—Write Today

Write at once for full particulars of the Special Limited Offer we are now making. We will also send free many interesting books on the subject of public speaking and mental development. Write now while this special offer lasts.

**Public Speaking Dept. American Correspondence School of Law  
9413 Manhattan Bldg., Chicago, Ill.**



*"Oh," for boyhood's painless play,  
Sleep that wakes in laughing day,  
Health that mocks the doctor's rules,  
Knowledge never learned in schools."*

—WHITTIER.

## A Summer Camp for your boys or girls?

Thinking about what's best for  
them next summer? Then turn  
to the Summer Camp Section of

## Harper's Magazine

for it is in Harper's Magazine  
that you find the announcements  
of more summer camps, as well  
as private and preparatory schools  
and colleges, than in any other  
publication—the widest, the best,  
and the most dependable selection.

Some people have the mistaken idea that investing money in stocks, bonds, mortgages, etc., is only for the very wealthy. They don't understand that nowadays *anybody* who has *any* money to invest can do so safely and conveniently through one of a number of established investment houses. There is no excuse for having money lie idle, when it can be invested at substantial interest without trouble or expense. The advertisements in these columns are invitations to you from substantial, successful houses to write to them for information about the attractive investment opportunities which they offer. Why not accept the invitations?

LESLIE'S ILLUSTRATED WEEKLY NEWSPAPER



## Wet Nights and the Settling Cough

YOU'RE liable to catch a cold during rainy, foggy or chilly weather, or coming out of heated theatres, dance-halls, trains, street cars, etc.

Never be without S. B. Cough Drops during Winter and Spring. They relieve colds, coughs, hoarseness, sore throat, etc. They're far better than medicine. Mighty toothsome, as well. Take one o' bedtime to loosen the phlegm.

### SMITH BROTHERS' S.B. COUGH DROPS

Containing Only Pure Cane Sugar and Pure Medicinal Oils

SMITH BROTHERS  
of Poughkeepsie  
Your Grandpa Knows Us  
Makers of S. B. Chewing Gum and Lasses Kisses



## A House— or a Home?

THE one is commonplace; the other discloses a sense of artistic values—a distinction that comes of information rather than of money. And the best guarantee of such distinction is

## House & Garden

This newly consolidated monthly of home making, of interior decoration and furnishing, of town and country life, is now published by Mr. Condé Nast, who also publishes *Vogue* and *Vanity Fair*—an earnest of the success of *House & Garden*.

### \$1 invested in House & Garden may save you \$1000

For \$1—a mere fraction of your loss on one ill-considered expenditure—you may secure *House & Garden* for the next 6 months. With *House & Garden* at your hand you may banish worry and doubt, and proceed with your plans with the certainty that results in lasting satisfaction. If you intend to spend \$25, \$50, or \$100 in the beautifying of a single room this year, it will be true economy to get all possible ideas beforehand.



#### A SPECIAL OFFER

*House & Garden* is a four-page monthly magazine of the largest size, with an average of 60 pages of text and pictures per issue. It prints 25 cents a copy—\$3 a year. But if you will detach, fill in, and mail the coupon opposite, with \$1, you will receive *House & Garden* for the next 6 months, beginning with the beautiful Spring Building Number—now on the newsstands. These are the issues you will receive:

**April—Spring Building Number.** Architecture for the vacation home—water supply—new gardens—interior decorations.

**May—Summer Furnishing Number.** Summer curtains and rugs—rattan and willow—the young girl's room—cool color schemes.

**June—Garden Furnishing Number.** Living out of doors—the pergolas and garden pottery—flower boxes—pools and statuary.

**July—Small House Number.** 20 inexpensive houses—economies in fireproof houses—evergreen trees removed from home.

**August—Motor Number.** The automobile at home on a farm—garages—motors in suburban homes—community improvement.

**September—Autumn Furnishing Number.** New decorative tendencies—bath rooms—the man's room—furniture grouping which is distinctive.

**"ALL INDOORS AND OUT"**

Find me at number of *House & Garden*, Spring Building, New York City. I enclose \$1 in payment of my subscription for the year. (Please add \$1 to my bill.)  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_  
State Tax 3-2-16  
Please write very plainly

In answering advertisements please mention "Leslie's Weekly"

## JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 367)

Transit 5's are recommended to conservative investors by the National City Bank of New York. A. K. L., South Bend: Armour & Company, R. E. 1st 4½'s are among the strong industrials. The present yield is over 5 per cent. They are not issued in \$100 denominations, but you can buy a \$1,000 bond on the partial payment plan with an initial payment of \$150.

B. St. Johnsbury, Vt.: American Woolen company, having been put on a 5 per cent. dividend basis, is now a fair business investment. Boston and Maine preferred has paid no dividends since March, 1913. The affairs of the road need readjustment and this stock is not attractive. Missouri, Kansas & Texas is in the hands of a receiver and threatened with reorganization. Better leave the preferred stock alone. International Nickel, par \$25, is selling at about \$47 because of the 20 per cent. yearly dividend. The stock is an attractive business man's investment, though much of the company's prosperity is due to the war.

New York, March 16, 1916.

JASPER.

### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of *Leslie's*, follows:

First mortgage loans of \$200 upward, paying 6 per cent., are recommended by Perkins & Co., Lawrence, Kansas. They also issue \$25 certificates of deposit. Write for their "Loan List No. 716."

Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla., offers first mortgages paying 7 per cent., and in amounts of \$300 to \$10,000. The firm gives out a booklet describing its methods and containing a list of loans.

Anybody can invest his savings in income yielding stocks or bonds by making a small initial outlay and subsequent monthly payments. How this can be done is told in "Booklet B," mailed on request by Degen & Burke, members New York Stock Exchange, 20 Broad Street, New York.

In many localities there are no banks or at least no strong ones. There banking by mail has advantages. These are explained in "Booklet L," issued by the Citizens Savings & Trust Co., Cleveland, Ohio, which pays 4 per cent. on deposits. This is one of the strongest banks in Ohio.

Savings bank depositors who want more than 4 per cent. are invited by Beyer & Co., 120 Broadway, New York to send for their booklet "How to 'Lose' 6%." These describe railroad, gas and electric and industrial 6 per cent bonds in denominations of \$100 up which may be bought on payment of \$5 down.

This is the day of the \$100 bond. Bonds of that denomination are now issued by governments, states, cities, railroads, public utility, industrial and mining companies, and are readily salable. Would-be bond buyers should send to John Muir & Co., members New York Stock Exchange and specialists in odd lots, 61 Broadway, New York, for their "Booklet D-2," entitled "\$100 Bonds."

Public utility securities are becoming increasingly attractive to the investing public. Information regarding some of these may be obtained from "Booklet L," sent out by William Tamm & Co., investment securities, 60 Wall Street, New York. The letter describes public utility preferred stocks yielding 5 to 8 per cent., with common stocks having advancement possibilities.

If one knew just when to buy and when to sell, one could soon make a fortune. Fundamental statistics of vital importance to those who would make safe investments or who desire to speculate conservatively are prepared by the Babson Statistical Organization, Statistical Block, Wollensley Hills, Mass. This is the largest statistical organization of its character in the United States. For full particulars, address Dept. L-12, of the above organization.

The popularity of the Partial Payment Plan, by which you can "buy as few shares as you wish of stocks or bonds, and 'pay when you are able,'" is steadily growing. This method of saving and investing is interestingly described in "Booklet A-2," entitled "The Partial Payment Plan," which will be sent to any alicant by Sheldon, Morgan Co., members New York Stock Exchange, 42 Broadway, New York. The firm also offers to supply information about any security.

The average investor wants both safety and good return. The qualities of these are combined by S. W. Straus Co. in features of the first mortgage serial bonds which they offer to the public. The bonds are in denominations of \$1,000, \$500 and \$100 and yield from 5½ to 6 per cent. The house has been handling securities of this kind for thirty-four years and has a large clientele. Full particulars of its offerings may be had by writing for "Circular C-602," to S. W. Straus & Co., 150 Broadway, New York; 840 Building, Chicago, or Fifth and Hennepin Streets, Minneapolis.

The desirability of farm mortgages as investments is attested by the fact that 90 per cent. of our leading insurance companies have put over \$650,000,000 in such securities. Much money that was formerly deposited in savings banks and brought in only 3 to 4 per cent. is now going into farm mortgages. This class of investments has been made a specialty by the American Trust Company of St. Louis, whose records show aggregate sales of some \$30,000,000 to customers who have never scored a loss. The company is in the state insurance and has large assets. It sells farm mortgages and farm mortgage notes in denominations of \$100 up, paying 6 per cent. The securities are first lien on cultivated farms in prosperous Western and Southern States and the loans are limited to 50 per cent. of the value of the land. A letter to "Investment Department, American Trust Company, St. Louis, Mo." will bring you an interesting, illustrated, fully explanatory book, entitled "Farm Mortgages No. 107."

## Cuban Cane Sugar

### Just Published

An authoritative new book by Robert Wiles, on Cuban cane sugar and its development as an industry. It shows the astounding possibilities being opened up on a large scale by American capital.

Cuban sugar is one of the world's largest single enterprises. More American capital is being invested in Cuban sugar than in any other foreign enterprise.

Every investor should have a copy.

At all Booksellers, 75 cents net, or sent on approval by us to any address and the price can be sent after the book is examined.

The Bobbs-Merrill Co., Publishers  
New York Indianapolis  
185 Madison Ave. University Square

## \$10 or \$20 A MONTH "PREPAREDNESS"

Thrift is a form of "Preparedness" vital to you. Make use of the best and safest method of placing your savings.

Send for booklet X on *Scientific Saving*

**P. W. BROOKS & CO.**  
Incorporated  
Stock Exch. Bldg.  
Philadelphia 115 Broadway  
New York City

## L.R. LATROBE & CO.

SPECIALISTS IN ODD LOTS  
STANDARD OIL STOCKS  
ALL CURB SECURITIES

111 Broadway New York

Partial Payment Plan and Investor's Guide (270 pages), revised to date, also Market Letter mailed free on request.

**Everybody's Favorite Author**  
The man or woman who would not love Dickens could be false to their best friend  
SIX BOOKS FOR THE PRICE OF ONE



**IMPORTED DICKENS**  
ONLY \$1.61 FOR THE SET  
A War Bargain

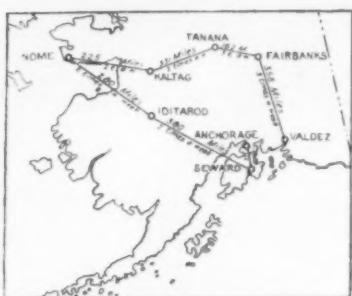
3400 Pages Large Clear Type Feather-weight Bible Finish Paper  
Bound in English Cloth  
Red and Gold

To Dickens lovers in America this is the opportunity you have been looking for—this 6-volume imported set, made by a famous English publisher, and offered while they last at an unheard of bargain price. *But you must act quickly.* Simply write "Imported Dickens" and your name and address plainly on a slip of paper, and mail with money order, or check, for \$1.61 attached—and DO IT NOW. Other imported sets of standard authors, uniform in size and binding, with Dickens due to arrive soon—Scott, Hugo, Kipling—maybe other writers.

Write for list and special prices.

**BRUNSWICK SUBSCRIPTION CO.**  
407 Brunswick Bldg., New York City

## MAIL BY AEROPLANE



ALASKA'S AERIAL ROUTES

Showing the points between which the Post-office Department hopes to establish mail service by aeroplane

SHOULD plans recently formulated by the Postoffice Department be carried out, the inhabitants of the interior Alaskan towns of Fairbanks, Tanana, Kaltag and Iditarod will receive their mail two or three times a week by aeroplane. The Postmaster General has advertised for bids for providing aerial mail service and should the service prove efficient, the picturesque mail sleds, with their yelping teams of "huskies," may become a thing of the past. Bids for the service are to be opened May 12th and it is planned to begin the service on October 1st. Officials of the Postoffice Department believe that a great saving in time will be effected, as the hauling of heavy mail sleds by dog teams under the most rigorous weather conditions is slow work.

The action of the Department is taken both to improve and to stimulate the development of the science of aviation in the United States because of its close relation to the general question of military preparedness. In view of philanthropic efforts already begun to finance undertakings which involve more general use of aeroplanes, such as that of maintaining an aerial patrol of the Atlantic and Pacific coasts as an adjunct of the Coast Guard, it is believed that the capital will be raised to make the tests in the postal service.

The advertisements cover one mail route across Buzzard's Bay and Nantucket Sound in Southern Massachusetts and seven routes in Alaska. If such service is proven feasible and reliable over these routes, a gradual expansion of many other routes upon which present means of transportation are slow and inadequate will follow.

The routes and character of service now advertised, and the cost of the present service, follow:

From Valdez to Fairbanks, 358 miles, 3 times a week all the year, for transportation of 1,600 (or 3,000) pounds of mail each trip; running time, two days; cost of present service \$127,850 a year.

From Fairbanks to Tanana, 162 miles, 3 times a week all the year, for transportation of 1,000 (or 2,000) pounds of mail each trip; running time, 24 hours; cost of present service \$23,153.84 a year.

From Tanana to Kaltag, 381 miles, twice a week all the year, for transportation of 800 (or 1,600) pounds of mail each trip; running time of two days; cost of present service \$37,723.49 a year.

From Kaltag to Nome, 225 miles, twice a week all the year, for transportation of 600 (or 1,200) pounds of mail each trip; running time two days; cost of present service \$15,950 a year.

From Nome to Fairbanks, 380 miles, twice a week all the year, for transportation of 1,000 (or 2,000) pounds of mail each trip; running time, two days; cost of present service \$22,865 a year.

From Fairbanks to Anchorage, 110 miles, twice a week all the year, for transportation of 800 (or 1,600) pounds of mail each trip; running time, 10 hours; cost of present service \$4,320 a year.

# THE MULTIGRAPH

## 1000 Letters "In a Hurry" at a Cost of $\frac{1}{10}$ of a Cent Apiece

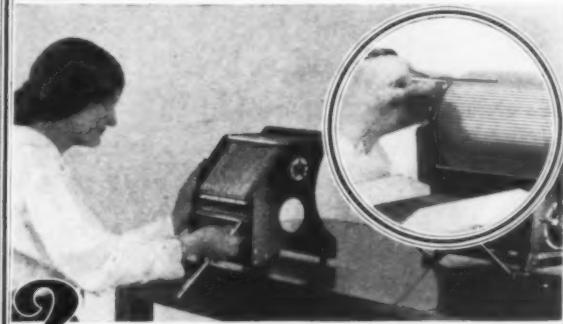
That was the result of an order from the man higher up. He wanted the letters quickly—but he also wanted them neat and accurate.

The Multigraph Junior accomplished it all—and more. An average employee did the work, and the cost was a revelation.

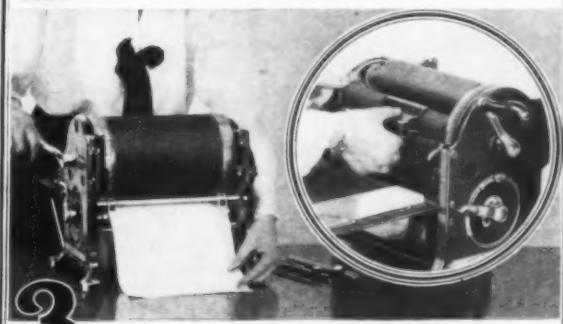
Study the pictures. Note the simplicity of operations. Compare the cost with your own cost of form letters, if you do not own a Multigraph. Then mail us the coupon.



1 The head of the firm puts in a hurry call for 1,000 form letters. Note the time.



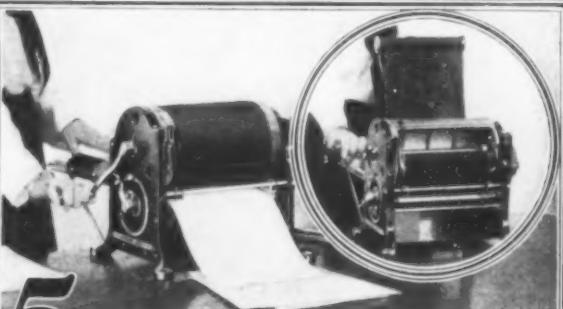
2 A little practice has enabled the operator to use the Flexo-typesetter and compose a letter rapidly.



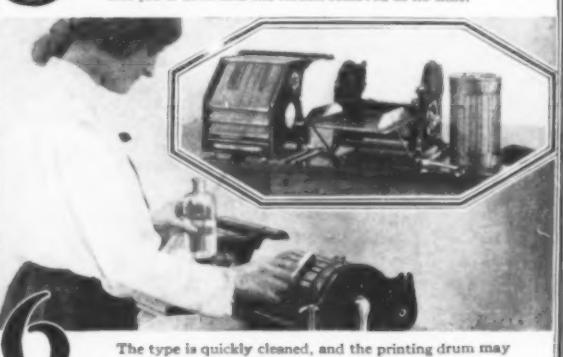
3 It's a simple matter to put the inked ribbon over the type form and take a proof.



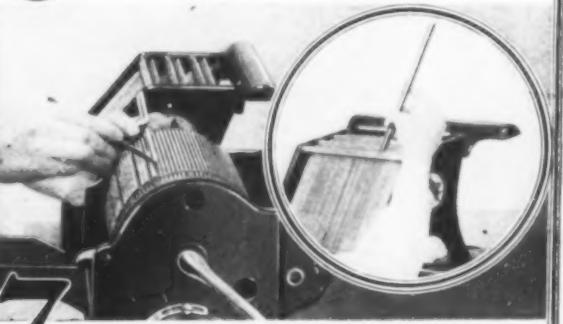
4 Corrections mean nothing more than sliding out the line of type, changing the wrong letter and replacing the line.



5 Just a question of turning the crank and feeding the paper. The job is done and the ribbon removed in no time.



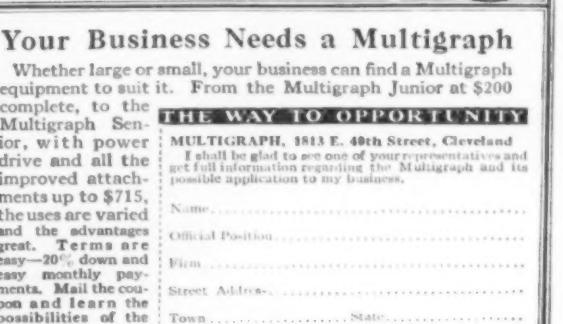
6 The type is quickly cleaned, and the printing drum may be set aside for another run later on if desired.



7 The final operation—distributing the type from printing drum to Flexotype is even quicker than composing.



8 All ready for mailing. 1,000 neat, accurate letters at a surprisingly low cost, produced in 1½ hours, privately and conveniently.



9 Your Business Needs a Multigraph

Whether large or small, your business can find a Multigraph equipment to suit it. From the Multigraph Junior at \$200

### THE WAY TO OPPORTUNITY

MULTIGRAPH, 1813 E. 40th Street, Cleveland

I shall be glad to see one of your representatives and get full information regarding the Multigraph and its possible application to my business.

Name \_\_\_\_\_

Official Position \_\_\_\_\_

Firm \_\_\_\_\_

Street Address \_\_\_\_\_

Town \_\_\_\_\_ State \_\_\_\_\_

Attach This to Your Letterhead and Mail

## Friction in the Human Machine

**F**RICTION in the human machine is called constipation—the breakdown of the mechanism by which the body disposes of its waste.

You can't repair the trouble by means of laxatives and cathartics. These give only partial and temporary relief, and almost invariably serve to throw the bowel mechanism even further out of gear.

Permanent relief from constipation can only be obtained by restoring the normal functioning of the bowels. This can frequently be accomplished by lubrication—providing the intestinal tract with an efficient substitute for the mucous which exhausted nature has failed to supply.

**Nujol** is not a medicine but a lubricant. It oils the intestinal tract, prevents the contents from becoming hard, and facilitates the passage of waste.

Most druggists carry **Nujol**, which is sold only in pint bottles packed in cartons bearing the **Nujol** trademark. If your druggist does not carry **Nujol**, accept no substitute. We will send a pint bottle prepaid to any point in United States on receipt of 75c.—money order or stamps.

Write for booklet "The Rational Treatment of Constipation." Address Dept. 14.

**STANDARD OIL COMPANY**  
(New Jersey)

Bayonne      New Jersey

# Nujol

REG. U. S. PAT. OFF.

Approved by Harvey W. Wiley,  
Director of Good Housekeeping  
Bureau of Foods, Sanitation and  
Health.

## Elbert Hubbard's Ten Greatest Essays and THE FRA For \$1 Six Months



**THESE ESSAYS** include *A Message to Garcia*, which has been given a larger circulation than any other book but the Bible (more than 40,000,000 printed); *The Cigarette*; *The Boy from Missouri Valley*; *Get Out or Get In Line*; *Pasteboard Proclivities*, and five other masterpieces, in Booklet Form, any one of which, passed along to the one who needs it, will pay you dividends in enlightened service. Or they might benefit YOU.

**THE FRA**, "the most beautiful magazine in America," believes in Free Speech; is

MAIL US \$1.00 IN ANY FORM THAT SUITS YOU, OUR RISK, AND THE ELBERT HUBBARD ESSAYS WILL BE FORWARDED AT ONCE, AND "THE FRA" EVERY MONTH FOR SIX MONTHS. ADDRESS:

**THE ROYCROFTERS, East Aurora, New York**

an open forum; discusses all subjects courageously; presumes to have an opinion; commands the attention of the Thinkers of the World. "THE FRA" editorials certainly have the 'punch'!"—Hugh Chalmers. "Particularly struck with THE FRA."—Booker T. Washington. "Fine life and verse in it."—William Marion Reedy. "Greatly pleased with THE FRA editorials."—Luther Burbank. "Editorials full of life and vim."—Ella Wheeler Wilcox. "Especially impressive."—David Starr Jordan. "Heart-touching mirth and wisdom."—Hudson Maxim.

In answering advertisements please mention "Leslie's Weekly"

## AMERICA'S APPALLING FIRE LOSS

EVERY man, woman and child in the United States pays \$3 a year for fire waste. If on a certain day of the year a Government official should go to the average family of five persons and present a bill for \$15 as the annual fire tax of the family, there would be a universal protest against the tax and against the carelessness which makes possible a yearly fire waste of \$250,000,000 in this country. Big manufacturers and big merchants know that the fire expense to which they are subjected is a drain on all the people, but because it is indirect, the average person is not conscious he is paying a tax! Let the masses once realize that every time they buy a hat, a pair of shoes or a suit of clothes or anything which goes through the regular channels of industry, production, distribution and exchange, they are paying a part of the country's enormous fire tax, and fire prevention would become the order of the day.

Our fire waste seems especially shameful when placed in comparison with that of Europe. The Federal Department of Commerce and Labor shows that the average annual per capita fire loss in six European countries is 33 cents compared with \$3 in the United States and \$3.07 in Canada. Boston two years ago reported an annual fire loss of \$2,000,000, while the fire loss of Glasgow, though larger than Boston, was less than one-sixth of this amount. Chicago's fire loss was \$5,000,000, Berlin's only \$175,000, and although cities of the same size, Chicago's fire department cost ten times as much as Berlin's.

Mr. Franklin N. Wentworth, secretary of the National Fire Protection Association, in an address before the National Association of Owners and Managers of Buildings, pointed out various ways in which our national conflagration problem may be solved. We can not be expected to tear down our cities and rebuild them of fire-resistant material, but it is entirely feasible to protect them as they stand. In nearly every city there are sufficient buildings of brick, stone or concrete to act as "fire stops" if properly equipped. If these buildings were provided with metal window frames and wired glass they would immediately become the equivalents of substantial fire walls, holding any ordinary fire in a given small area. "We must come eventually," says Mr. Wentworth, "to the equipment of all commercial, factory and office buildings with metal window frames and wired glass. This will mean the abolition of the conflagration hazard in our cities. Fires will then be unit fires, extinguished easily by a competent fire department within the building in which they originate."

The compulsory use of the automatic sprinkler system will prevent extensive fires within individual structures. In residential districts where the frame house still predominates, the gradual abolition of wooden shingles will do much to reduce fire hazard. One of the best preventive agencies will be a wider use of fire departments. Mr. Wentworth suggested that every fireman, from chief engineer down to drivers and pipe men, should be regularly detailed for inspection service.

A little education of the people themselves in the use of matches and lighted cigars or cigarettes would not be amiss. It would be very educative, too, to place upon the individual the responsibility for fires as they do in France. When you have a fire on your property and it spreads and damages your neighbor's property, the rule there is that you must pay your neighbor's loss.

### THE PROFITS OF FARMING

**Jones**—What a puff ball Burlson's got to be since he bought that farm up-State! Why, every day the grinning nut comes to the office wearing a raw potato for a watch charm.

**Smith**—Yes; he explained about that potato to me. It was his share of last year's crop.—**Judge**.

## CLASSIFIED ADVERTISING SERVICE

**Leslie's** ILLUSTRATED WEEKLY

Over 400,000 Copies Each Issue

### PATENT ATTORNEYS

**PATENTS SECURED OR FEE RETURNED.** Send sketch of model for free search and report. Latest and most complete patent book ever published for free distribution. George J. Kimball, Attorney, 217 Barrister Building, Washington, D. C.

**WANTED IDEAS—WRITE FOR LIST OF INVENTIONS** wanted by manufacturers and priors offered for inventions and list of Patent Buyers. Our four books sent free upon request. Victor J. Evans & Co., Patent Atty., 813 Ninth, Washington, D. C.

**IDEAS WANTED—MANUFACTURERS ARE** writing for patents procured through me: three books with list hundreds of inventions wanted, sent free; I help you market your invention; advice free. R. B. Owen, 14 Owen Bldg., Washington, D. C.

**PATENTS MANUFACTURERS BUY—PATENTS** that Fully Protect—are the kind we get. Proof and reliable books free. Lacey's Patent Law, 721 Barrister Bldg., Washington, D. C.

**WANTED AN IDEA! THINK OF SOME** simple thing to patent. Protect your ideas, they may bring you wealth. Write for "Needed Inventions" Randolph & Co., Dept. 789, Washington, D. C.

### HELP WANTED

**CIVIL SERVICE EXAMINATIONS OPEN** the way to good Government positions. I can coach you by mail at small cost. Full particulars free to any American citizen of eighteen or over. Write today for Booklet CE-811. Earl Hopkins, Washington, D. C.

**WILL ADVANCE EXPENSES AND PAY** straight weekly salary of \$18 to man or woman with fair education and good references. No canvassing. Stanle Line. Old established firm. G. M. Nichols, Philadelphia, Pa., Pepper Building.

**GOVERNMENT POSITIONS PAY BIG MONEY.** Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write today for free booklet 99. Arthur R. Patterson, Rochester, N. Y.

**FIVE BRIGHT, CAPABLE LADIES TO TRAVEL,** demonstrate and sell dealers. \$25 to \$50 per week. Railroad fare paid. Goodrich Drug Company, Dept. 66, Omaha, Neb.

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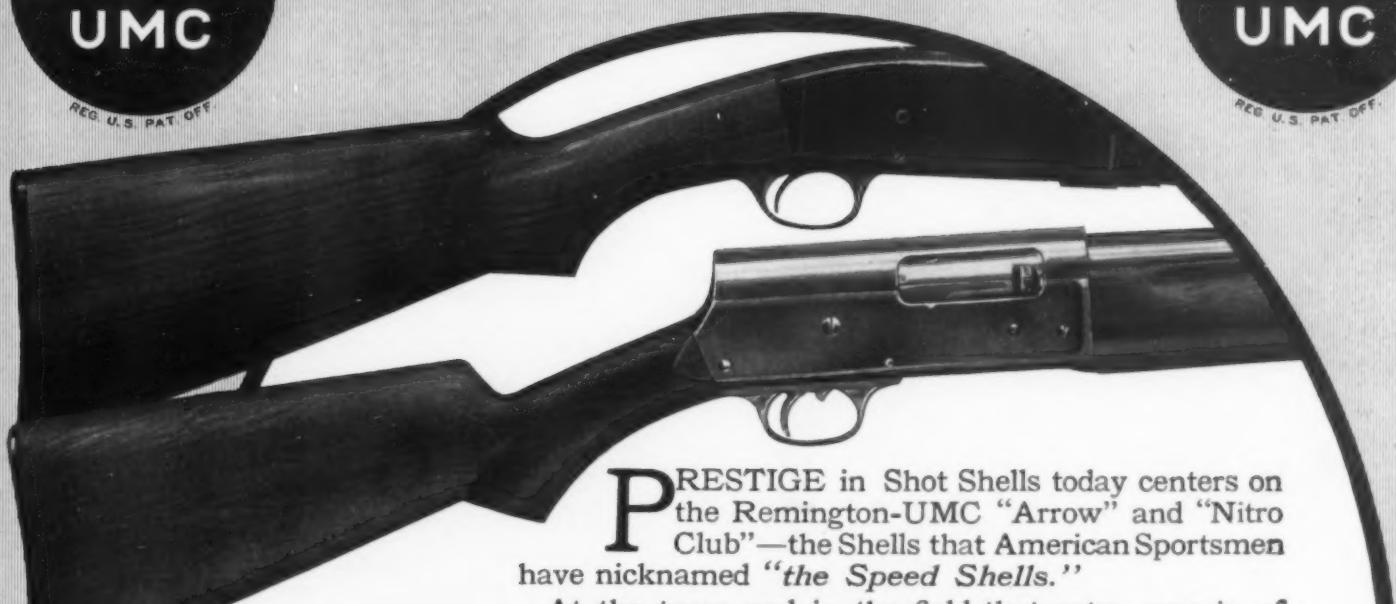
# Remington UMC Shot Shells

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PRESTIGE in Shot Shells today centers on the Remington-UMC "Arrow" and "Nitro Club"—the Shells that American Sportsmen have nicknamed "the Speed Shells."

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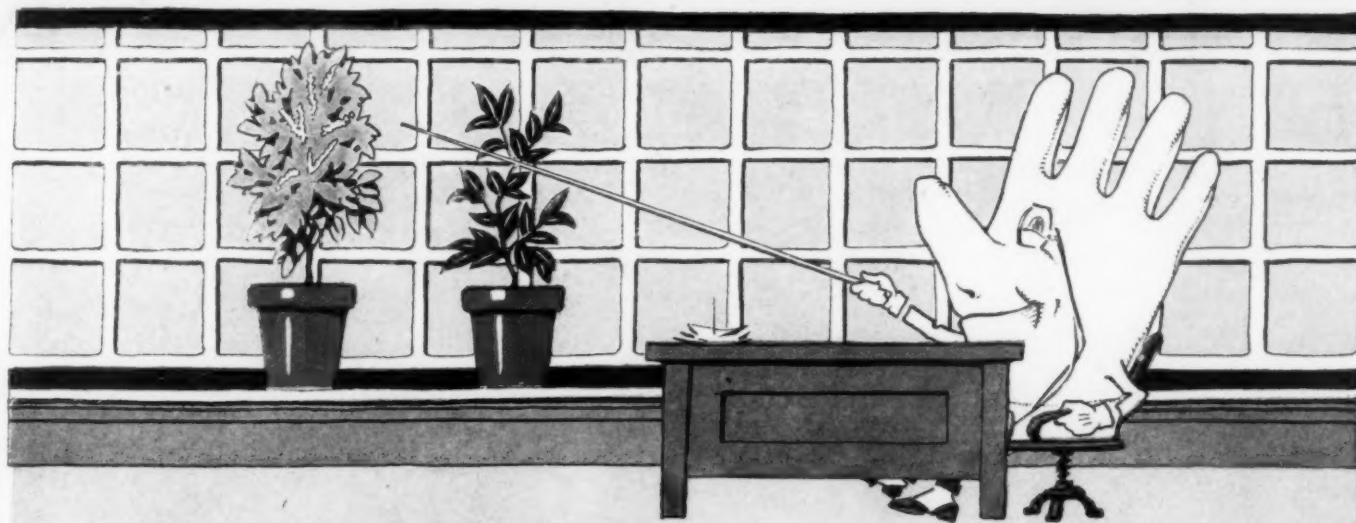
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- Point 3—Crumble-proof
- Point 4—Sterling purity
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- Point 6—Untouched by hands
- Point 7 *WEAR?*

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